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TITLE 3—THE PRESIDENT

EXECUTIVE ORDER 10690

SUSPENSION OF COMPLIANCE WITH CERTAIN STATUTORY PROVISIONS RELATING TO EMPLOYMENT IN THE CANAL ZONE

By virtue of the authority vested in me by section 202 of the Department of Commerce and Related Agencies Appropriation Act, 1957 (70 Stat. 323), and section 608 of the Department of Defense Appropriation Act, 1957 (70 Stat. 468), relating to certain kinds of employment in the Canal Zone, and deeming such course to be in the public interest, I hereby suspend, from and including the effective dates of the said acts, compliance with the provisions of the said sections: *Provided*, that this suspension shall not be construed to affect the provisions of the said sections relating to the amount of compensation that may be received by persons employed in skilled, technical, clerical, administrative, executive, or supervisory positions on the Canal Zone directly or indirectly by any branch of the United States Government or by any corporation or company the stock of which is owned wholly or in part by the United States Government.

DWIGHT D. EISENHOWER

THE WHITE HOUSE,
November 23, 1956.

[F. R. Doc. 56-9758; Filed, Nov. 26, 1956; 11:57 a. m.]

TITLE 7—AGRICULTURE

Chapter III—Agricultural Research Service, Department of Agriculture

[P. P. C. 612, 4th revision]

PART 301—DOMESTIC QUARANTINE NOTICES

SUBPART—KHAPRA BEETLE

REVISED ADMINISTRATIVE INSTRUCTIONS DESIGNATING PREMISES AS REGULATED AREAS

Pursuant to § 301.76-2 of the regulations supplemental to the Khapra Beetle Quarantine (7 CFR 301.76-2, 20 F. R. 1012) under sections 8 and 9 of the Plant Quarantine Act of 1912, as amended (7 U. S. C. 161, 162), revised administrative instructions are hereby issued as follows, listing warehouses, mills, and other premises in which infestations of the khapra beetle have been determined to exist and designating such premises as regulated areas within the meaning of said quarantine and regulations.

§ 301.76-2a *Administrative instructions designating certain premises as regulated areas under the khapra beetle quarantine and regulations.* Infestations of the khapra beetle have been determined to exist in the warehouses, mills, and other premises listed in paragraphs (a) and (b) of this section. Accordingly, such warehouses, mills, and other premises are hereby designated as regulated area within the meaning of the provisions in this subpart:

(a).

ARIZONA

Arlington Cattle Co. (warehouse and mill), Highway 80, Arlington.

Attaway Ranch Market, Box 59, Coolidge.

Box O Ranch, P. O. Box 424, Coolidge.

Claude Brown Farm, Box 1783, Parker (12 miles southeast of Parker on east side of Parker-Poston Road).

Ronald Bruce town residence, P. O. Box 43, Parker.

Joe Carlos Market, Box 576, Sonora.

C-Bar-B Ranch, Bouse (31 miles northeast of Bouse).

Clark Ranch, Box 1327, Coolidge.

C. H. Espy (town property), 1089 B Avenue, Yuma.

O. B. Francis Farm, P. O. Box 1551, Parker (7½ miles southwest of Parker).

D. K. Frost Stable, Route 2, Box 129, Scottsdale.

A. R. Hunter Poultry Farm, Route 2, Box 405, Tempe.

International Market (Jimmy Ng), 106 Main Street, Somerton.

Ray Luster Farm, Box 246, Pima.

Mile Hi Hatchery, P. O. Box 1711, Prescott.

Miller Ranch, Starr Route, Mammoth.

Miller Ranch Dry Camp No. 1, General Delivery, Mammoth.

Miller Ranch No. 2 (Holy Joe Camp), General Delivery, Mammoth.

Miller Ranch, Holy Joe Camp No. 3, General Delivery, Mammoth.

Miller Ranch Camp No. 4 (Absie or Haunted Corral Camp), General Delivery, Mammoth.

J. H. Munsey town residence, P. O. Box 192, Parker.

W. J. Muse Ranch, Box 1836, Parker.

Myers Feed & Seed, 367 West Coolidge Avenue, Coolidge.

Tom Neilsen Dairy, Route 1, Box 98, Tolleson.

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Pablo Franco Ranch, 1764 Avenue B, Yuma.

Lou Park's Ranch, Casa Grande.

Quick Seed & Feed, 2101 Grand Avenue, Phoenix.

Ranchers Feed & Supply, 264 South Scottsdale Road, Scottsdale.

Sherrill-LaFollette Fairview Farm, Box 105, Roll.

Milton P. Smith Ranch, Route 1, Maricopa.

Snyder Ranch, Box 31, Tacna.

Stribling Egg Ranch, 936 Mountainview Road, Sunnyslope.

J. A. Tabor town residence, P. O. Box 1965, Parker.

R. H. Thompson residence property, P. O. Box 1836, Parker.

TK Bar Ranch, Kirkland.

Tortilla Ranch, located 7½ miles east and 2½ miles south of Apache Trail, Tortilla Flats.

Wilmer Trussel Farm, General Delivery, Wellton.

Vita-Gro Feed Mill, Mesa.

Joe Wiehl Farm, Route 1, Box 127, Gilbert.

Wingfield Ranch, Arlington.

CALIFORNIA

Frank Augusta Ranch, Route 2, Box 25, Brawley.

I. V. Bag Company (Nick Robolino, owner), located East A and Road 46, 304 North Ninth Street, Brawley. Mail address P. O. Box 1313, Brawley.

John Binnell (chicken ranch), 1607 South Cucamonga Avenue, Ontario.

Brandt Bros. Feed Yard, 563 Main Street, located at County Roads 70 and West C, Brawley.

C. H. Burns Ranch, located 2 miles northeast of Shafter at southwest corner of Mettler and Merced Avenue. Mail address Route 1, Box 12, Shafter.

J. E. Conrad Ranch, 18782 Livermore Street, Reedley.

Desert Grain and Milling Co., Westmorland.

T. L. Figueroa Ranch, Route 2, Box 159, Heber.

Harry Finney Ranch, Somerset Road, SW¼ of sec. 24, T. 10 N., R. 3 W., near Hinkley.

Bud Frye Ranch, 72155 Frankwood (2 miles north of Reedley), Reedley.

Ernest Furrer Ranch, northeast corner of intersection of county roads West J and 18, El Centro.

F. J. Hauseur & Sons Feed Lot, located 2 miles south of Orita, 1½ miles east of Oxalio Canal, Brawley.

C. C. Huff Farm, Route 2, Box 46, Imperial.

Eugene B. Kinnaird Ranch, on Magnolia Avenue, 1 mile east of Highway 115. Mail address, P. O. Box 681, Holtville.

C. E. Kline Ranch, Route 2, Box 282, El Centro.

Joseph Labandera property, located one-fourth mile south of Elkhorn on Westlawn, east side of street. Mail address Box 1B6, Burrel.

Marshall Seed & Feed Co., 126 South Sixth, El Centro.

Henry Munger Feed Lot, 299 Main Street, El Centro.

Niland Food Market (store), west side of 200 block, east side of Highway 111, Niland.

George L. Pulliam (owner) Ranch, Route 1, Box 116A, Calexico.

Raleigh Roberts Farm, Route 5, Box 2405, Oroville.

San Pasqual Land & Cattle Co. property, northwest corner County Roads No. 53 and West E, Westmoreland. Mail address 316 Main Street, Brawley.

Marie L. Scheniman property (Scheniman Stables), located at 362 Ross Avenue. Mail address P. O. Box 520, El Centro.

Ed Seigel property, located at Avenue 256, Sec. 19, T. 19 S., R. 27 E., M. D. B. & M. Mail address Box 772, Lindsay.

R. M. Slaton property, Route 3, Box 97, Holtville.

Snyder's Termite Control, 4428 Magnolia Avenue, Riverside.

Clayton Taylor Farm, Route 1, Box 24½, El Centro.

Union Development Co., Warehouse, located approximately 100 yards south of intersection of County Roads No. 86 and West A, Niland.

Wright Feed Yards, Seeley.

NEW MEXICO

Elgin E. Fowler Farm, Route 1, Floyd.

(b) The portion of each of the following premises in which live khapra beetles were found has received the approved fumigation treatment, but these premises must continue under frequent observation and inspection for a period of one year following fumigation before a determination can be made as to the adequacy of such treatment to eradicate the khapra beetle in and upon such premises. During this period regulated articles may be moved from the premises only in accordance with the regulations in this subpart.

ARIZONA

Acme Bag & Burlap Co., 3200 South Seventh Street, Phoenix.

Advance Seed & Grain Company, 310 South 24th Avenue, Phoenix.

Delinting & Seed Treating Co., 3100 South Seventh Street, Phoenix.

Valley Feed & Seed, 1918 West Van Buren, Phoenix.

CALIFORNIA

Louis Carano Ranch, east of Southern Pacific Railroad tracks at intersection of County Roads East B and No. 8, 1 mile south of Heber.

A. H. Karpe Greenfield Ranch, Box 187, Station A, Bakersfield.

Milham Farms, Blue Moon Ranch, Lerdo Road, Buttonwillow.

This revision specifies in one document the warehouses, mills, and other premises that were designated as khapra beetle regulated areas in revised administrative instructions issued as 7 CFR 301.76-2a (21 F. R. 6634), effective September 4, 1956, as amended, effective October 25, 1956 (21 F. R. 8179), and that are still in that status.

By omitting from the list 3 premises in Arizona and 8 premises in California, the revision revokes the designation of these premises as regulated areas. The revision also adds to the list 4 premises in Arizona and 3 premises in California, thereby designating them as regulated areas.

As an informative item, the revision also segregates 3 regulated premises in California and 4 regulated premises in Arizona where the approved fumigation treatment has been applied to the portions of the premises in which live khapra beetles were found and which are consequently in a somewhat different category than untreated premises.

This revision shall be effective November 27, 1956, and on that date shall supersede revised administrative instructions effective September 4, 1956, as amended effective October 25, 1956 (21 F. R. 6634, 8179).

These instructions supplement khapra beetle quarantine regulations already effective. They also relieve restrictions insofar as they revoke the designation of certain regulated areas. They must be made effective promptly in order to carry out the purposes of the regulations and to permit unrestricted movement of regulated products from the premises being removed from designation as regulated areas. Accordingly, under section 4 of the Administrative Procedure Act (5 U. S. C. 1003), it is found upon good cause that notice and other public procedure with respect to the foregoing administrative instructions are impracticable and contrary to the public interest, and good cause is found for making the effective date thereof less than 30 days after publication in the FEDERAL REGISTER.

(Sec. 9, 37 Stat. 318, 7 U. S. C. 162; 7 CFR 301.76-2. Interprets or applies sec. 8, 37 Stat. 318, as amended, 7 U. S. C. 161)

Done at Washington, D. C., this 20th day of November 1956.

[SEAL] D. R. SHEPHERD,
Acting Chief,
Plant Pest Control Branch.

[F. R. Doc. 56-9653; Filed, Nov. 26, 1956; 8:47 a. m.]

Chapter VIII—Commodity Stabilization Service (Sugar), Department of Agriculture

[Sugar Reg. 811, Amdt. 8]

PART 811—CONTINENTAL SUGAR REQUIREMENTS AND AREA QUOTAS

MISCELLANEOUS AMENDMENTS

Basis and purpose. The purpose of Sugar Regulation 811 is to determine, pursuant to section 201 of the Sugar Act of 1948, as amended (hereinafter called the act), the amount of sugar needed to meet the requirements of consumers in the continental United States for the calendar year 1956 and to establish, pursuant to sections 202, 204 and 411 of the act sugar quotas and prorations for the supplying areas in terms of short tons of sugar, raw value, equal to the quantity determined by the Secretary of Agriculture to be needed in 1956. This regulation also establishes pursuant to section 207 the quantity of quota that may be filled by direct-consumption sugar and pursuant to section 208, quotas of liquid sugar which may be entered into the continental United States.

The act requires that the Secretary shall revise the determination of sugar requirements at such times during the calendar year as may be necessary. It now appears that an increase in the requirements for the calendar year 1956 is necessary. The purpose of this amendment is to make such determination conform to the requirements indicated on the basis of the factors specified in section 201 of the act and to establish quotas and prorations, including the apportionment of portions thereof which certain countries are unable to fill, in accordance with the provisions of the act as amended, and to give effect to such quotas. In addition to the deficits in prorations to full duty countries found and apportioned in Amendment 5, it was found and determined in Amendment 6 that the Virgin Islands would be unable to fill its quota in excess of 12,000 short tons, raw value. This amendment reflects the full duty deficit and the Virgin Islands deficit which is increased by this action by 178 tons to the total of 3,326 which is prorated to other domestic areas in § 811.83 (b).

The quotas and prorations established herein differ from those in effect under Sugar Regulation 811, Amendment 7 (21 F. R. 8310). To permit areas for which larger quotas or prorations are hereby established to plan to market or to market in an orderly manner the larger quantity of sugar, it is essential that this amendment be made effective immediately. Therefore, it is hereby determined and found that compliance with the notice, procedure and effective date requirements of the Administrative Procedure Act (60 Stat. 237; 5 U. S. C. 1001), is impracticable, unnecessary and contrary to the public interest. The amendments made herein shall become effective upon publication in the FEDERAL REGISTER.

By virtue of the authority vested in the Secretary of Agriculture by the Sugar Act of 1948, as amended (61 Stat. 922, 65 Stat. 318, 7 U. S. C. 1100, Public Law 545, 84th Congress), and the Administrative Procedure Act (60 Stat. 237), §§ 811.80, 811.81, 811.82, 811.83 (b), 811.84 (a), and 811.85 (a) and (b) (1) of Sugar Regulation 811, as amended (20 F. R. 9848; 21 F. R. 2805, 4653, 5709, 6009, 7206, 7843, 8180, 8310), are further amended to read as hereinafter set forth.

1. Section 811.80 is amended to read:

§ 811.80 *Sugar requirements, 1956.* The amount of sugar needed to meet the requirements of consumers in the continental United States for the calendar year 1956 is hereby determined to be 8,875,000 short tons, raw value.

2. Section 811.81 is amended to read:

§ 811.81 *Basic quotas for domestic areas.* There are hereby established, pursuant to subsection (a) of section 202 of the act, for domestic sugar producing areas for the calendar year 1956 the following quotas:

Area:	*Quotas in terms of short tons, raw value*
Domestic beet sugar	1,925,975
Mainland cane sugar	592,641
Hawaii	1,074,882
Puerto Rico	1,123,926
Virgin Islands	15,326

3. Section 811.82 is amended to read:

§ 811.82 *Basic quotas for other areas.* There are hereby established, pursuant to subsections (b) and (c) of section 202 of the act, for foreign countries for the calendar year 1956, the following quotas:

Area:	*Quotas in terms of short tons, raw value*
Republic of the Philippines	980,000
Cuba	3,035,760
Other foreign countries	126,490

4. Paragraph 811.83 (b) is amended to read as follows:

(b) *Proration of deficit in quota for the Virgin Islands.* The deficit in quota determined by paragraph (a) of this section amounting to 3,326 short tons, raw value, is hereby prorated, pursuant to section 204 (a) of the act to all other domestic areas, as follows:

Area:	*Short tons, raw value*
Domestic beet sugar	1,358
Mainland cane sugar	418
Hawaii	758
Puerto Rico	792
Total	3,326

5. Section 811.84 (a) is amended to read as follows:

§ 811.84 *Proration of quotas for foreign countries other than Cuba and the Republic of the Philippines*—(a) *Prorations and apportionment of deficits.* Pursuant to section 202 (c) of the act the 1956 quota for foreign countries other than Cuba and the Republic of the Philippines is prorated; pursuant to section 204 (b) it is found that El Salvador is unable to utilize any proration of such quota and Nicaragua is unable to utilize any proration in excess of 4,530 short tons, raw value, and resulting deficits are apportioned; and pursuant to section 411, adjustments are made and the following adjusted prorations are established:

Country:	*Prorations as adjusted short tons, raw value*
Dominican Republic	37,270
El Salvador	0
Haiti	3,608
Mexico	15,453
Nicaragua	4,530
Peru	59,305
Unspecified countries	6,324
Total	126,490

6. Section 811.85 (a) and (b) (1) are amended to read as follows:

§ 811.85 *Direct-consumption portion of quotas or prorations*—(a) *Domestic areas.* Pursuant to subsections (a), (b) and (c) of section 207 of the act the quotas established in § 811.81 for offshore domestic areas may be filled by direct-consumption sugar not exceeding the following quantity for each such area:

Area:	*Short tons, raw value*
Hawaii	30,260
Puerto Rico	131,159
Virgin Islands	0

Of the quantity for Puerto Rico which may be filled by direct-consumption sugar, 126,033 short tons, raw value, may be filled only by sugar principally of crystalline structure.

(b) *Other areas.* (1) Pursuant to subsections (d), (e) and (h) of section 207 of the act, the quotas established in § 811.82 for the following listed areas may be filled by direct-consumption sugar not in excess of the following amount for each such area:

Area:	*Direct-consumption sugar short tons, raw value*
Republic of the Philippines	59,920
Cuba	375,000
Other foreign countries	43,007

STATEMENT OF BASES AND CONSIDERATIONS

Requirements. On October 25, 1956, total quotas (the annual sugar requirements) were increased to 8,775,000 short tons, raw value, for the current calendar year. On October 26 refiners were authorized to import over-quota sugar for refining. Under stable conditions these actions should have made sufficient sugar available for meeting requirements for the remainder of the year.

Several recent developments make it desirable to make additional supplies available. First, the longshoremen's strike has resulted in an increased demand. Regardless of how quickly the strike may be settled, it is evident that larger quantities will be held in inventories and will not be available to meet current market and consumption requirements. Second, the demand for ocean shipping space has increased with the result that cargo ships have become less readily available and ocean freight rates have increased. Third, sugar prices in the world market have risen sharply in the past two weeks. This has reduced the margin between domestic and world prices, which will tend to reduce the pressure to sell into the United States quota market. Finally, domestic new-crop futures have risen to the level of the current "spot" quotation. It is evident, therefore, that the current "spot" price rests on a broader basis than the size of the quota for the remainder of this calendar year.

In view of all these conditions, it appears advisable to increase quotas to provide greater freedom of action in meeting immediate market requirements. Accordingly, in order to accomplish the objectives of the Sugar Act, sugar requirements for 1956 (total quotas) are increased by this action to 8,875,000 short tons, raw value.

Quotas. The 100,000 short tons, raw value, by which sugar requirements are increased by this amendment results in increases in the quotas for domestic areas of 55,000 tons and those of Cuba and other foreign countries of 45,000 tons. The increase for domestic areas is distributed to all domestic areas on the basis of their quotas as adjusted by prior increases. These changes are made in § 811.81. The increases amounting to 96 percent of 45,000 tons, or 43,200 tons, for Cuba and the balance of 1,800 tons for "Other foreign countries" are established in § 811.82 in accordance with section 202 (c) (1) of the act.

The Virgin Islands has only a small inventory of sugar which is unlikely to be shipped. Accordingly, the 3,326 tons by which its quota is increased in § 811.81 is determined to represent a deficit and is prorated to other domestic areas in § 811.83 (b), pursuant to section 204 (a) of the act. If shipping proves to be available, the sugar remaining in the Virgin Islands may be brought in pursuant to section 204 (c) of the act despite this action.

The increase in quota for "Other foreign countries" is prorated, 5 percent to "Unspecified countries" and the balance to the Dominican Republic, Haiti and Mexico, as provided for by sections 202 (c) (1) and 204 (b) of the act, the other specified countries being limited to their present total pursuant to section 411 of the act.

In § 811.85 (a) and (b) (1) the portions of the quotas that may be filled by direct-consumption sugar for Hawaii, Puerto Rico and "Other foreign countries" are increased by 352, 1,524 and 612 short tons, raw value, respectively, as provided for in paragraphs (a), (b) and (h) (1) of section 207 of the act.

(Sec. 403, 61 Stat. 932; 7 U. S. C. 1153)

Done at Washington, D. C., this 20th day of November 1956.

[SEAL] WALTER C. BERGER,
Acting Administrator,
Commodity Stabilization Service.

[F. R. Doc. 56-9670; Filed, Nov. 26, 1956; 8:50 a. m.]

TITLE 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[Docket No. 11829; FCC 56-1152]

[Rules Amdt. 3-41]

PART 3—RADIO BROADCAST SERVICES

TELEVISION BROADCAST STATIONS; GREENFIELD AND LOWELL, MASS.

1. The Commission has before it for consideration its Notice of Proposed Rule Making issued in the above-entitled matter on September 28, 1956 (FCC 56-920) and published in the FEDERAL REGISTER on October 3, 1956. (21 F. R. 7578), proposing to assign Channel 32 to Greenfield, Massachusetts, in response to a petition filed by Springfield Television Broadcasting Corp. The proposal is summarized as follows:

City	Channel No.	
	Present	Proposed
Greenfield, Mass	58−	[1] 32+
Lowell, Mass	32+	78

[1] In the utilization of this channel the transmitter will have to be located so as to meet the minimum spacing requirements.

Petitioner further requested that the Commission order it to Show Cause Why its outstanding authorization for Station WRLP should not be modified to specify operation on Channel 32 in lieu of Channel 58. This request, however, was denied as unnecessary, in view of the fact that Channel 32 can be assigned to Greenfield without the deletion of Channel 58.

2. No comments opposing the proposal have been filed. In support of its request, petitioner urges that the proposed reallocation would not result in loss of service to either Greenfield or Lowell since neither Channel 32 nor Channel 78 is occupied by an operating station; that the amendment would not necessitate any further changes in the Table of Assignments; and that it is unlikely that Channel 32 will be used in Lowell in the foreseeable future since Lowell receives service from three VHF stations in Boston and another in Manchester. Petitioner also contends that the allocation of Channel 32 to Greenfield would be more efficient since the terrain in the Greenfield-Northfield area is more rugged than in the Lowell-Lawrence area. Springfield Television alleges that while Channel 32 in Greenfield would not meet the minimum mileage spacing from the city, transmitter sites are available that would meet the minimum mileage requirements.

3. We are of the view that the requested amendments would serve the public interest and should be adopted since they would represent a more effective utilization of available facilities and would result in the early establishment of new television service.

4. Authority for the adoption of the amendments is contained in sections 4 (i), 301, 303 (c), (d), (f) and (r) and 307 (b) of the Communications Act of 1934, as amended.

5. On November 13, 1956, Greenfield filed "Further Comments and Request for Expedited Action" asking that the requested amendment be made effective immediately. However, we believe this is unnecessary since under the recent amendment to § 3.607 of the rules, Greenfield may apply for this frequency immediately.

6. In view of the foregoing: *It is ordered,* That, effective December 28, 1956, the Table of Assignments contained in § 3.606 of the Commission's rules and regulations is amended, insofar as the communities named are concerned, as follows:

City:	Channel No.
Greenfield, Mass	32+, 58−
Lowell, Mass	78

(Sec. 4, 48 Stat. 1066, as amended; 47 U. S. C. 154. Interprets or applies secs. 301, 303, 307, 48 Stat. 1081, 1082, 1083; 47 U. S. C. 301, 303, 307)

Adopted: November 20, 1956.

Released: November 21, 1956.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 56-9657; Filed, Nov. 26, 1956; 8:48 a. m.]

[Docket No. 11831; FCC 56-1153]

[Rules Amdt. 3-42]

PART 3—RADIO BROADCAST SERVICES

TELEVISION BROADCAST STATIONS; HAY SPRINGS, NEBR.

1. The Commission has before it for consideration its Notice of Proposed Rule Making issued September 28, 1956 (FCC 56-922), and published in the FEDERAL REGISTER on October 3, 1956 (21 F. R. 7579), proposing to assign Channel 8 [1] to Hay Springs, Nebraska, in response to a petition filed by Northwest Nebraska Cooperative Television Association.

2. No comments opposing the proposed amendment have been filed. Northwest Nebraska Cooperative Television Association filed comments in support of its proposal.

3. Petitioner submits that while Channel 8 in Hay Springs would not meet the minimum mileage spacing from the city, transmitter sites are available that would meet the minimum mileage requirements; that Northwestern Nebraska is now without any television service; and further, that the terrain and low population density in the area make it mandatory that a VHF channel be utilized in the area. Petitioner states that it will apply for a station on the channel.

4. The Commission finds that proposed amendment meets the requirements of the Rules and would be in the public interest.

6. In view of the foregoing: *It is ordered,* That effective December 28, 1956, the Table of Assignments contained in § 3.606 of the Commission's rules and regulations is amended, to add the following:

City:	Channel No.
Hay Springs, Nebr	8

(Sec. 4, 48 Stat. 1066, as amended; 47 U. S. C. 154)

Adopted: November 20, 1956.

Released: November 21, 1956.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 56-9658; Filed, Nov. 26, 1956; 8:48 a. m.]

[Docket No. 11619; FCC 56-1144]

[Rules Amdt. 9-6]

PART 9—AVIATION SERVICES

STANDARD TECHNICAL REQUIREMENTS

1. Notice of Proposed Rule Making in the above entitled matter was issued by the Commission on January 25, 1956. The notice, which made provision for the filing of comments by April 2, 1956, was duly published in the FEDERAL REGISTER on January 31, 1956 (21 F. R. 681). In response to a request from Aeronautical

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[1] In the utilization of this channel, the transmitter will have to be located so as to meet the minimum spacing requirements.

Radio, Inc., the Commission issued an order extending the time for filing comments to May 2, 1956, and the time for filing rebuttal comments to ten days beyond the extended closing date for original comments. This order was published in the FEDERAL REGISTER of April 4, 1956 (21 F. R. 2144).

2. Comments in this proceeding were filed by Aeronautical Radio, Inc., Aircraft Owners and Pilots Association, Bendix Radio, Collins Radio Company, and National Aeronautical Corporation.

3. Aeronautical Radio, Inc. (ARINC) and Collins Radio Company commented that three of the proposed rule sections were not relevant to a proceeding devoted to technical standards. The three sections are § 9.178 *Frequencies*, § 9.185 *Transmitter Control Requirements* and § 9.189 *Inspection and maintenance of tower marking and associated control equipment*. It was further contended by ARINC that the provisions of §§ 9.178 and 9.185 should be considered separately for each different class of radio stations, in proceedings involving the applicable subparts of Part 9 of the rules. In the latter connection, it is pointed out that § 9.178 (which states the Commission's policy governing assignment of frequencies) and § 9.185 (which specifies the requirements for control of transmitters) are deemed uniformly applicable to all classes of stations. It is not the purpose of this proceeding to consider matters relating to the allocation of frequencies to the various Aviation Services, or to develop transmitter control requirements separately for each class of stations authorized in the Aviation Services. Furthermore, the Commission does not consider it necessary or advantageous to restate in the various subparts of the rules the general requirements concerning assignment of frequencies and control of transmitters.

4. The relevance of §§ 9.178, 9.185, and 9.189 in a subpart on technical standards is basically a question of editorial arrangement. There is nothing to indicate that the provisions of these sections would be altered in any way if they were included in other subparts of the rules. On the other hand, it is believed to be more orderly procedure to complete action on all the proposed rule sections in this proceeding and to consider the question of editorial rearrangement at the time of the next general recodification of Part 9 of the Commission's rules. Accordingly, these sections have been retained as originally proposed, except for one change made in § 9.185 in response to certain comments by Bendix Radio and National Aeronautical Corporation (NARCO). Bendix Radio requested that § 9.185 (d) (1), (2), and (3) be modified to indicate that the provisions thereof apply only to ground transmitters. This change was effected in § 9.185 (d) (1) by exempting airborne transmitters from the requirement for incorporation of a device to provide continuous visual indication when the transmitter is radiating, or when the transmitter control circuits have been placed in a condition to produce radiation. It was not considered necessary to incorporate a similar exemption in § 9.185 (d) (2) and (3), since those subparagraphs apply to dispatch points which at present are utilized only at ground stations. NARCO commented that § 9.185 (d) (1) and (2) did not appear to apply to DME and similar pulse devices. In this connection, it should be noted that the action taken with respect to Bendix's comment is equally applicable to NARCO's comment, since the latter requests similar exemptions for airborne equipment.

5. Various comments suggested changes in the terms used in specifying authorized transmitter powers, and proposed an alternate method for measurement of such powers. In accordance with these suggestions, the term "carrier power" has been substituted for "average power"; provision has been made for the specification of peak power on authorizations for stations operated with other than A2 or A3 emission; and the direct measurement of power has been authorized.

6. NARCO commented that a 20 watt maximum average power limitation should be imposed on airborne VHF transmitters operating in the band 118.0 to 126.9 Mc, so that geographical separation between co-channel stations could be utilized to provide interference protection for distant ground station transmissions of limited power. The Aircraft Owners and Pilots Association concurred in this comment while various equipment manufacturers and users replied opposing the suggestion. Part 9 of the Commission's rules now contains specific limitations on power for certain classes of airborne stations and a general limitation applying to all classes of stations, which states: "The power which may be authorized to a station in the aviation services shall be not more than the minimum required for satisfactory technical operation." The matter of a specific limitation on power of all airborne VHF transmitters has been considered in other proceedings and the present general restriction is the only one which has proven to be mutually acceptable to all interested parties up to this time. Accordingly, the comment by NARCO pertaining to a power limitation for airborne VHF transmitters has not been adopted.

7. Collins Radio Company has proposed that substantially greater frequency stabilities be required for all stations, except those operated on the frequency 500 kc, or below. While the Commission is aware that a need for improved frequency stabilities may be indicated in the future, it is believed that the matter of reduced frequency tolerances would more appropriately be the subject of a later proceeding, wherein comments are specifically invited in the matter.

8. Aeronautical Radio, Inc., suggested that, in dividing the frequency spectrum into sections for the purpose of specifying authorized emission bandwidths, the proposed division at 100 Mc be eliminated and divisions at 50 Mc and 400 Mc be substituted. The Commission finds that assignment of frequencies in the Aviation Services lends itself to a logical division of the spectrum at 50 Mc and, to this extent, the suggestion has been adopted; there is, however, no apparent justification at this time for another division at 400 Mc.

9. In accordance with an ARINC comment, provision has been made in the rules for authorization of 2.5 kc bandwidths for stations utilizing four-channel multiplex equipment employing frequency shift techniques.

10. It was further urged by ARINC that the authorized bandwidth for 6A3 emissions be specified as 7 to 10 kc, in lieu of 8 kc as proposed. ARINC contended that the ITU Frequency Allotment Plan for the Aeronautical Mobile Service "provides a bandwidth of 10 kc in the frequency band 17900-17970 while, at the same time, limiting the bandwidth in the band 2850-3023 to 7 kc." In this connection, it is pointed out that the 7 kc and 10 kc "bandwidths" to which ARINC referred are, in fact, separations between assigned frequencies and not authorized bandwidths in the sense that the term is used in the Commission's rules. Inasmuch as current practice indicates that an 8 kc authorized bandwidth is sufficient for 6A3 emission in the frequency bands involved, this ARINC proposal has not been adopted.

11. The comments received concerning spurious emission limitations proposed a relaxation of the requirements for aircraft transmitters operating on frequencies below 30 Mc. In response to these comments the requirements for attenuation of emissions appearing on any frequency removed from the assigned frequency by at least 100 percent of the authorized bandwidth have been reduced to 40 db below output power, in lieu of the 43+10 log (power in watts) db originally proposed. This action has been taken in view of the size and weight limitations imposed on airborne equipment and the rigorous conditions of operation. It is pointed out that spurious emissions are the subject of a separate rule making proceeding (Docket No. 11654) and the outcome of that proceeding may necessitate later changes in these rules.

12. Various comments were received favoring deletion of the requirement that each radiotelephone transmitter with output power exceeding 10 watts be equipped with an automatic modulation limiter, on the basis that it is a design requirement rather than a performance requirement. This suggestion has been adopted in part, in that it is required only that the transmitter be capable of automatically limiting modulation in excess of 100 percent; the means by which this limiting is accomplished is not specified. The Commission is of the opinion that at the present state of the radio art there is justification for limiting modulation to a maximum of 100 percent.

13. In response to comments submitted by ARINC and various equipment manufacturers, and inasmuch as experience indicates that off-frequency operation by aircraft stations seldom occurs, airborne transmitters have been exempted from all requirements for frequency measurements, except as such measurements may be requested by the Commission in individual circumstances. For all required frequency measurements, a statement

that each measured frequency is within the prescribed tolerance will be accepted; it will not be necessary (as previously required) that the statement show percentages of deviation above or below the assigned frequencies.

14. In response to requests in various comments, the date on which type acceptance will be required for new equipment has been extended to two years after the effective date of this rule amendment, instead of one year as originally proposed. The provisions permitting the continued use of existing equipment until January 1, 1965, have been broadened to include types of equipment in use on the date type acceptance is required for new installations, rather than the date on which these rules become effective. This latter change is intended to include under the "grandfather" provisions those transmitters authorized between the effective date of these rules and the date on which type acceptance provisions go into effect for new stations.

15. Collins Radio commented that consideration should be given in this proceeding to modifying the rules to cover single sideband operation. There are at present two outstanding rule making proceedings concerning single sideband operation in the Aviation Services. Docket No. 11513 proposed amendment of Part 9 of the Commission's rules to require the use of single sideband transmission in fixed radiotelephone service below 25,000 kc, and Docket No. 11678 proposed amendment of Part 9 to require the use of single sideband transmission in the aeronautical mobile service for radiotelephony on frequencies below 25,000 kc. Although final action in those Dockets may necessitate modification of the rule amendments adopted herein, the Commission believes that, in the interest of more orderly regulation, the matter of standard technical requirements should first be resolved; the scope of the proceedings involving single sideband operation justifies separate consideration of that subject.

16. In view of the foregoing: *It is ordered*, Pursuant to the authority contained in sections 303 (c), (e), (f), and (r) of the Communications Act of 1934, as amended, that, effective December 31, 1956, Part 9 of the Commission's rules is amended as set forth below, and

17. *It is further ordered*, That the proceedings in Docket No. 11619 are hereby terminated.

(Sec. 4, 48 Stat. 1066, as amended; 47 U. S. C. 154. Interpret or apply sec. 303, 48 Stat. 1082, as amended; 47 U. S. C. 303)

Adopted: November 20, 1956.

Released: November 21, 1956.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

Delete §§ 9.171 through 9.177 and substitute §§ 9.178 through 9.189.

§ 9.178 *Frequencies.* (a) Specific information concerning the assignment of frequencies to stations operating in any of the Aviation Services is set forth in the applicable subparts of this part. Applicants for, and licensees of, stations in these services shall cooperate in the selection and use of frequencies in order to minimize interference and obtain the most effective use of authorized facilities. Frequencies are available for assignment to stations in these services on a shared basis only and will not be assigned for the exclusive use of any applicant. The use of any assigned frequency may be restricted to one or more geographical areas.

(b) Frequencies assigned to government radio stations under Executive order of the President may be authorized for use by stations in these services upon a satisfactory showing by the applicant that such assignment is required for inter-communication with government stations or required for coordination with activities of the Federal Government, and where the Commission finds, after consultation with the appropriate government agency or agencies, that such assignment is necessary.

§ 9.179 *Power.* (a) The power which may be authorized for use at any station in the Aviation Services shall not be greater than the minimum required for satisfactory technical operation.

(b) For stations using A2 or A3 emission, power shall be specified in terms of unmodulated RF carrier power at the transmitter output terminals. For stations using other types of emission, power shall be specified in terms of peak power at the transmitter output terminals. Peak power is defined as the mean power supplied to the antenna during one radio frequency cycle at the highest crest of the modulation envelope, under conditions of normal operation.

(c) Power may be determined either by direct measurement or by multiplying the plate input power to the final amplifier by an appropriate factor.

§ 9.180 *Frequency stability.* (a) The carrier frequency of each station in the Aviation Services shall be maintained within the applicable following percentage of the assigned frequency:

(1) All aircraft stations on frequencies above 500 kc	0.01
(2) All ground stations on frequencies above 30,000 kc	0.01
(3) All stations on frequencies of 500 kc or below	0.02
(4) Aeronautical fixed stations on frequencies from 1605 to 4000 kc with power of 200 watts and below 0.01 and with power above 200 watts	0.005
(5) Aeronautical fixed stations on frequencies from 4000 to 30,000 kc with power of 500 watts and below	0.01
and with power above 500 watts	0.003
(6) All other ground stations on frequencies from 1605 to 4000 kc with power of 200 watts and below	0.01
and with power above 200 watts	0.005
(7) All other ground stations on frequencies from 4000 to 30,000 kc with power of 500 watts and below	0.01
and with power above 500 watts	0.005

(b) The power set forth in paragraph (a) of this section is peak power. To compute peak power for A2 and A3 emissions multiply the unmodulated carrier power by 4.0.

(c) Radar transmitters operated on frequencies above 2400 Mc shall meet the following requirements in lieu of a frequency tolerance: The frequency at which maximum emission occurs shall be within the authorized frequency band and shall not be closer than 1.5/T Mc to the upper and lower limits of the authorized bandwidth, where T is the pulse duration in microseconds.

(d) Tolerances other than those specified in this section may be authorized upon a satisfactory showing of need therefor. In such cases, the tolerance authorized may be specified on the instrument of authorization.

§ 9.181 *Types of emission.* (a) Each authorization issued pursuant to these rules shall show as the emission designator a symbol representing the classification of emission and the bandwidth.

(b) The emissions normally available for assignment in the Aviation Services and the corresponding emission designators and authorized bandwidths are as follows:

Class of emission	Emission designator	Authorized bandwidth	
		Below 50 Mc	Above 50 Mc
A1	0.1A1	0.25 kc	50 kc.
A2	2.1A2	2.724 kc	
A3	6A3	8.0 kc	
F1	1.7F1	1.7 kc	
F1	2.5F1	2.5 kc	
P[1]			

[1] To be specified on the authorization.

(c) For other emissions, the emission designator may be determined from Part 2 of this chapter and the authorized bandwidth may be specified on the authorization. The authorization of 50 kc bandwidth for A3 emission on frequencies above 50 Mc is temporary and this fact should be considered in the design of VHF radio equipment for future use.

(d) An authorization to use A3 emission will be construed to include the use of tone signals or signalling devices whose sole function is to establish or maintain voice communications.

(e) Emissions other than, or bandwidths in excess of, those listed in paragraph (b) of this section, may be authorized upon a satisfactory showing of need therefor. An application requesting such special authorization shall fully state the purpose for which such operation is proposed.

§ 9.182 *Bandwidth of emission.* (a) Occupied bandwidth of any emission is the band of freqencies comprising 99 per cent of the total radiated power, extended to include any discrete frequency on which the power is at least 0.25 per cent of the total radiated power.

(b) The authorized bandwidth is the maximum occupied bandwidth authorized to be used by a station.

§ 9.183 *Emission limitations.* (a) Any spurious emission that may originate in a type accepted transmitter authorized in the Aviation Services shall be within the following limitations:

(1) Any emission appearing on any frequency removed from the assigned

frequency by from 50 per cent to 100 per cent of the authorized bandwidth shall be 25 db or more below the output power.

(2) Any emission (including harmonic) appearing on any frequency removed from the assigned frequency by at least 100 percent of the authorized bandwidth shall be below the output power by the applicable following value:

(i) Aircraft stations below 30 Mc: 40 db.

(ii) Aircraft stations above 30 Mc: 43+10 log (power in watts) db.

(iii) All ground stations: 43+10 log (power in watts) db.

(b) When an emission outside of the authorized bandwidth results in harmful interference, the Commission may require appropriate technical changes in equipment to alleviate the interference.

§ 9.184 *Modulation requirements.* (a) When amplitude modulation is used for telephony, the modulation percentage shall be sufficient to provide efficient communication and shall normally be maintained above 70 percent on peaks, but shall not exceed 100 percent.

(b) When special types of emission are employed the modulation requirements may be specified.

(c) In order to meet type acceptance requirements for the Aviation Services, each radio telephone transmitter with output power exceeding 10 watts shall be capable of automatically preventing modulation in excess of 100 percent. In the event that operation of any licensed radiotelephone transmitter causes harmful interference to any authorized radio service because of excessive modulation, the Commission may require that the use of such transmitter be discontinued until it is rendered capable of automatically preventing modulation in excess of 100 percent.

§ 9.185 *Transmitter control requirements.* (a) Each transmitter shall be so installed and protected that it is not accessible to, or capable of operation by, persons other than those duly authorized by the licensee.

(b) Unless otherwise specifically authorized, each station shall be provided with a control point at the location of the transmitting equipment. Applications for additional control points shall specify the location of each proposed control point and any authorization which may be issued shall show the location of each such control point.

(c) A control point is a position which meets all of the following conditions:

(1) Such position must be under the control and supervision of the licensee;

(2) It is a position at which the monitoring facilities required by this section are installed and at which the transmitter can, without delay, be rendered inoperative;

(3) It is a position at which the required licensed radio operator, responsible for the actual operation of the transmitter, is stationed.

(d) At each control point the following facilities shall be installed:

(1) A device which will provide continuous visual indication when the transmitter is radiating or when the transmitter control circuits have been placed in a condition to produce radiation: *Provided, however,* That this requirement shall not apply to aircraft stations;

(2) Equipment to permit the operator to monitor, aurally, all transmissions originating at dispatch points under his supervision;

(3) Facilities which will permit the operator to disconnect any or all dispatch point circuits from the transmitter.

(e) A dispatch point is an operating position from which messages may be transmitted under the direct supervision of the licensed control point operator. Dispatch points may be installed without authorization from the Commission, and persons authorized by the station licensee to initiate messages from these points are not required to be licensed by the Commission.

§ 9.186 *Frequency measurements.* (a) Measurements of the operating frequencies of airborne transmitters may be required by the Commission in individual circumstances. The operating frequencies of all non-airborne transmitters authorized for operation in the Aviation Services shall be measured at the following times to assure compliance with the tolerances specified in these rules:

(1) When a transmitter is originally installed;

(2) When any change or adjustment is made in a transmitter which may affect an operating frequency or whenever there is reason to believe that an operating frequency has shifted beyond the applicable tolerance.

(b) A signed entry shall be made in the station's records indicating that each measured frequency is within the required tolerance. A statement that an automatic frequency monitor was in service during the period shall be deemed to meet the above requirement for any period.

(c) The determination required by paragraph (a) of this section may, at the option of the licensee, be made by any qualified engineering measurement service, in which case the required record entries shall show the name and address of the engineering measurement service and the name of the person making the measurements.

§ 9.187 *Acceptability of transmitters for licensing.* (a) From time to time the Commission publishes a revised list of type approved and type accepted equipment entitled, "Radio Equipment List, Part C". Copies of this list are available for inspection at the Commission's offices in Washington, D. C., and at each of its field offices.

(b) Except for transmitters used at developmental stations, each transmitter utilized at a station authorized for operation after January 1, 1959, must be of a type which has been type accepted by the Commission for use in these services. Until January 1, 1965, however, types of equipment in use by a licensee prior to January 1, 1959, may continue to be used by the same licensee, his successors or assigns provided the operation of such equipment does not result in harmful interference due to the failure of such equipment to comply with the current technical standards of the rules.

(c) Some radio equipment which is to be installed aboard aircarrier aircraft must meet requirements of the Federal Communications Commission, and those requirements of the Civil Air Regulations which are applicable. The applicable Civil Aeronautics Administration requirements may be obtained from the Civil Aeronautics Administration, Aviation Information Office, Washington 25, D. C.

§ 9.188 *Type acceptance of equipment.* (a) A manufacturer of a type of transmitter intended for use in these services may request type acceptance for such transmitter by following the type acceptance procedure set forth in Part 2, Subpart F, of this chapter.

(b) Type acceptance for an individual transmitter may also be requested by an applicant for station authorization, in accordance with the type acceptance procedure set forth in Part 2, Subpart F, of this chapter. Such transmitter, if accepted, will not normally be included on the Commission's "Radio Equipment List, Part C", but will be individually enumerated on the station authorization.

(c) Additional rules with respect to type acceptance are set forth in Part 2, Subpart F, of this chapter. These rules include information with respect to withdrawal of type acceptance, modification of type accepted equipment and limitations on the findings upon which type acceptance is based.

§ 9.189 *Inspection and maintenance of tower marking and associated control equipment.* The licensee of any radio station which has an antenna structure required to be painted or illuminated pursuant to the provisions of section 303 (q) of the Communications Act of 1934, as amended, and/or Part 17 of this chapter, shall operate and maintain the tower marking and associated control equipment in accordance with the following:

(a) The tower lights shall be observed at least once each 24 hours, either visually or by observing an automatic and properly maintained indicator designed to register any failure of such lights, to insure that all such lights are functioning properly as required; or, alternatively, there shall be provided and properly maintained an automatic alarm system designed to detect any failure of the tower lights and to provide indication of such failure to the licensee.

(b) Any observed or otherwise known failure of a code or rotating beacon light or top light not corrected within thirty minutes, regardless of the cause of such failure, shall be reported immediately by telephone or telegraph to the nearest Airways Communication Station or office of the Civil Aeronautics Administration. Further notification by telephone or telegraph shall be given immediately upon resumption of the required illumination.

(c) All automatic or mechanical control devices, indicators, and alarm systems associated with the tower lights shall be inspected at intervals not to exceed three months, to insure that such apparatus is functioning properly.

(d) All lighting shall be exhibited from sunset to sunrise unless otherwise specified in the instrument of station authorization.

(e) A sufficient supply of spare lamps shall be maintained for immediate replacement purposes at all times.

(f) All towers shall be cleaned or repainted as often as is necessary to maintain good visibility.

[F. R. Doc. 56-9659; Filed, Nov. 26, 1956; 8:49 a. m.]

TITLE 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 6—EXCEPTIONS FROM COMPETITIVE SERVICE

DEPARTMENT OF THE NAVY

Effective upon publication in the FEDERAL REGISTER, paragraph (a) (5) is added to § 6.106 as set out below.

§ 6.106 *Department of the Navy*—(a) *General.* * * *

(5) Until December 31, 1960, two positions of Teachers in indigenous schools at Chichi Jima, Bonin-Volcano Islands.

(R. S. 1753, sec. 2, 22 Stat. 403; 5 U. S. C. 631, 633)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] WM. C. HULL,
Executive Assistant.

[F. R. Doc. 56-9676; Filed, Nov. 26, 1956; 8:51 a. m.]

PART 6—EXCEPTIONS FROM COMPETITIVE SERVICE

FEDERAL CIVIL DEFENSE ADMINISTRATION

Effective upon publication in the FEDERAL REGISTER, paragraphs (n) and (o) of § 6.323 are revoked.

(R. S. 1753, sec. 2, 22 Stat. 403; 5 U. S. C. 631, 633)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] WM. C. HULL,
Executive Assistant.

[F. R. Doc. 56-9679; Filed, Nov. 26, 1956; 8:51 a. m.]

PART 27—EXCLUSION FROM PROVISIONS OF THE FEDERAL EMPLOYEES PAY ACT OF 1945, AS AMENDED, AND THE CLASSIFICATION ACT OF 1949, AS AMENDED, AND ESTABLISHMENT OF MAXIMUM STIPENDS FOR POSITIONS IN GOVERNMENT HOSPITALS FILLED BY STUDENT OR RESIDENT TRAINEES

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

1. Effective December 1, 1956, the following item is added to § 27.1:

§ 27.1 *Exclusion from provisions of Federal Employees Pay Act and Classification Act.* * * *

Dental Hygiene Students, Department of Health, Education, and Welfare, approved training during clinical affiliation.

2. Effective December 1, 1956, the following item is added to § 27.2:

§ 27.2 *Maximum stipends prescribed.* * * *

Dental Hygiene Students, Department of Health, Education, and Welfare: Approved training during clinical affiliation—no stipend other than any maintenance provided.

(61 Stat. 727; 5 U. S. C. 1051-1058)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] WM. C. HULL,
Executive Assistant.

[F. R. Doc. 56-9678; Filed, Nov. 26, 1956; 8:51 a. m.]

PART 37—GROUP LIFE INSURANCE

RETIRED EMPLOYEES

Section 37.7 (c) is amended as set out below.

§ 37.7 *Retired employees.* * * *

(c) Creditable service is (1) civilian service allowable under the provisions of section 3 of the Civil Service Retirement Act, as amended, and (2), if the individual at retirement has at least five years of such civilian service, honorable active service performed as a commissioned officer or enlisted man in the Army, Navy, Air Force, Marine Corps, or Coast Guard of the United States.

(Sec. 11, 68 Stat. 742; 5 U. S. C. 2100)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] WM. C. HULL,
Executive Assistant.

[F. R. Doc. 56-9677; Filed, Nov. 26, 1956; 8:51 a. m.]

TITLE 32—NATIONAL DEFENSE

Chapter VI—Department of the Navy

Subchapter C—Miscellaneous Rules

PART 765—RULES APPLICABLE TO THE PUBLIC

SECURITY VIOLATION

Scope and purpose. The following amendment brings § 765.3 up to date. (See 19 F. R. 5446 for the latest designation of commanding officers by the Secretary of Defense referred to in the new section.)

§ 765.3 is revised to read as follows:

§ 765.3 *Security violation.* Under section 21 of the Internal Security Act of 1950 (50 U. S. C. 797), the Secretary of Defense has designated certain categories of Navy and Marine Corps commanding officers as having the authority to promulgate regulations pursuant to that section for protection of property or places under their command. The violation of regulations so promulgated is punishable by a fine of not to exceed $5,000 or imprisonment for not more than one year, or both. See also 18 U. S. C. 1382.

(R. S. 161; 5 U. S. C. 22)

Dated: November 16, 1956.

By direction of the Secretary of the Navy.

[SEAL] PHILLIP A. WALKER,
Captain, U. S. Navy, Deputy Judge Advocate General of the Navy.

[F. R. Doc. 56-9668; Filed, Nov. 26, 1956; 8:50 a. m.]

TITLE 15—COMMERCE AND FOREIGN TRADE

Chapter II—National Bureau of Standards, Department of Commerce

Subchapter B—Standard Samples

PART 230—STANDARD SAMPLES AND REFERENCE STANDARDS ISSUED BY THE NATIONAL BUREAU OF STANDARDS

SUBPART B—STANDARD SAMPLES WITH SCHEDULES OF WEIGHTS AND FEES

The revised descriptive list of standard samples with schedules of weights and fees is prescribed to become effective upon publication in the FEDERAL REGISTER. Compliance with the notice, procedures, and effective date provisions of section 4 of the Administrative Procedures Act would be impracticable and contrary to the public interest, and therefore is not required. Accordingly, § 230.11 is amended as follows:

§ 230.11 *Descriptive list*—(a) *Steels (chemical standards).*

Sample No.	Name	Approximate weight of sample in grams	Price per sample
8h	Bessemer, 0.1 C	150	$3.75
10f	Bessemer, 0.4 C	150	3.75
170	B. O. H., 0.03 C, 0.2 Ti	150	4.00
15e	B. O. H., 0.1 C	150	3.75
11g	B. O. H., 0.2 C	150	3.75
12f	B. O. H., 0.4 C	150	3.75
152	B. O. H., 0.5 C, 0.04 Sn	150	3.75
13e	B. O. H., 0.6 C	150	3.75
14d	B. O. H., 0.8 C	150	3.75
16d	B. O. H., 1.0 C	150	3.75
19f	A. O. H., 0.2 C	150	3.75
20f	A. O. H., 0.4 C	150	3.75
51a	Electric furnace, 1.2 C	150	3.75
65c	Basic electric, 0.3 C	150	3.75
100a	Manganese (SAE T1345)	150	3.75
105	High-sulfur, 0.2 C (carbon only)	150	2.00
125	High-silicon, 5.0 Si	150	3.75
129a	High-sulfur (SAE X1112)	150	3.75
130	Lead-bearing, 0.2 Pb	150	3.75
151	Boron-bearing, 0.003 B	150	3.75
33d	Nickel (SAE 4820)	150	3.75
32d	Cr-Ni (SAE 3140)	150	3.75
72e	Cr-Mo (SAE X4130)	150	3.75
111b	Ni-Mo (SAE 4620)	150	3.75
30e	Cr-V (SAE 6150)	150	3.75
36a	Cr 2-Mo 1	150	3.75
106a	Cr-Mo-A 1 (Nitralloy G)	150	3.75
139	Cr-Ni-Mo (NE 8637)	150	3.75
156	Cr-Ni-Mo (NE 9450)	150	3.75
159	Cr 1-Mo 0.4-Ag 0.1	150	3.75
50b	W 18-Cr 4-V 1	150	4.50
132a	Mo 7-W 6-Cr 4-V 1.5	150	4.50
134	Mo 9-W 2-Cr 4 -V 1	150	4.50
153	Mo 8-W 1.5-Cr 4-V 2-Co 8	150	4.50
155	Cr 0.5-W 0.5	150	4.50
167	Co 43-Mo 4-Nb 3-W 4 S (816)	150	5.00
168	Co 41-Mo 4-Nb 3-Ta 1-W 4	150	6.00
73b	Stainless (Cr 14)	150	4.50
133	Stainless (Cr 14-Mo 0.6-S 0.4)	150	4.50
101d	Cr 18-Ni 9 (SAE 30905)	150	4.50
121b	Cr 18-Ni 10 (Ti-bearing)	150	4.50
123b	Cr-Ni-Cb 0.7-Ta 0.2	150	4.50
160a	Cr 19-Ni 9-Mo 3	150	4.50
166	Cr 19-Ni 9 (carbon only)	100	3.00
126a	High-nickel (Ni 36)	150	4.50
161	Casting alloy (Ni 64-Cr 17-Fe 15)	150	4.50

(b) *Irons.*

Sample No.	Name	Approximate weight of sample in grams	Price per sample
3	White iron	125	$4.25
4h	Cast iron	150	4.50
5j	Cast iron	150	4.50
6f	Cast iron	150	4.50
7e	Cast iron	150	4.50
55d	Ingot iron	150	4.50
82a	Nickel-chromium cast iron	150	4.50
107a	Nickel-molybdenum cast iron	150	4.50
122c	Cast iron (car wheel)	150	4.50

(c) *Steel-making alloys.*

Sample No.	Name	Approximate weight of sample in grams	Price per sample
57	Refined silicon	60	$4.00
58	Ferrosilicon (75% silicon)	75	4.00
61a	Ferrovanadium (high carbon)	100	4.00
64a	Ferrochromium (high carbon)	100	4.00
66a	Spiegeleisen	100	4.00
67	Manganese metal	100	4.00
68a	Ferromanganese	100	4.00
75	Ferrotungsten	150	4.00
90	Ferrophosphorus	75	4.00
71	Calcium molybdate	60	4.00
116a	Ferrotitanium (low carbon)	100	4.00

(d) *Nonferrous alloys.*

Sample No.	Name	Approximate weight of sample in grams	Price per sample
85a	Aluminum alloy, wrought	65	$4.00
86c	Aluminum-base casting alloy	65	4.00
87	Aluminum-silicon alloy	65	4.00
37d	Brass, sheet	150	5.00
164	Brass, aluminum	150	5.00
52c	Bronze, cast	150	5.00
62c	Bronze, manganese	150	5.00
63c	Bronze, phosphorus	150	5.00
124c	Bronze, (Cu85-Pb5-Sn5-Zn5)	150	5.00
53c	Lead-base bearing metal	200	5.00
54d	Tin-base bearing metal	200	5.00
127a	Solder (Pb70-Sn30)	200	5.00
157	Nickel silver (Cu72-Ni18-Zn10)	125	4.50
161	Nickel-base casting alloy	150	5.00
169	Ni77-Cr20 alloy	150	4.50
171	Magnesium base alloy	100	4.00
94b	Zinc-base die-casting alloy	150	4.50

(e) *Ores.*

Sample No.	Name	Approximate weight of sample in grams	Price per sample
25c	Manganese ore	100	$3.25
27c	Iron ore, Mesabi	125	3.25
28a	Iron ore, Norrie	50	2.00
69a	Bauxite	60	3.25
56b	Phosphate rock (Tennessee)	45	3.25
113	Zinc ore (Tri-State concentrate)	50	3.25
137	Tin ore (Bolivian concentrate)	50	3.25
138	Tin ore (N. E. I. concentrate)	50	3.25

(f) *Ceramic materials.*

Sample No.	Name	Approximate weight of sample in grams	Price per sample
76	Burned refractory (40% Al_2O_3)	60	$3.25
77	Burned refractory (60% Al_2O_3)	60	3.25
78	Burned refractory (70% Al_2O_3)	60	3.25
97	Fluospar	60	3.25
98	Clay, plastic	60	3.25
99	Feldspar, soda	40	3.25
89	Glass, lead-barium	45	3.25
91	Glass, opal	45	3.25
92	Glass, low boron	45	3.25
93	Glass, high boron	45	3.25
81	Glass sand	60	3.25
165	Glass sand (low iron)	60	3.25
1a	Limestone, argillaceous	50	3.25
88	Limestone, dolomitic	50	3.25
102	Silica brick	60	3.25
104	Burned magnesite	60	3.25
112	Silicon carbide	85	3.25
154a	Titanium dioxide	40	3.25
177	Portland cement	(1)	4.25

[1] Three 5-gram portions sealed in glass vials.

(g) *Microchemical standards.*

Sample No.	Name	Approximate weight of sample in grams	Price per sample
140	Benzoic acid	2	$3.50
141	Acetanilide	2	3.50
142	Anisic acid	2	3.50
145	2-Iodobenzoic acid	2	3.50

(h) *Chemicals.*

Sample No.	Name	Approximate weight of sample in grams	Price per sample
84d	Acid potassium phthalate	60	$3.25
39g	Benzoic acid	30	3.25
40f	Sodium oxalate	60	3.25
83b	Arsenic trioxide	75	3.25
136a	Potassium dichromate	75	3.25
17	Sucrose (cane-sugar)	60	3.25
41	Dextrose (glucose)	70	3.25

(i) *pH Standards.*

Sample No.	Name	Constituents determined or intended use	Approximate weight of sample in grams	Price per sample
185	Acid potassium phthalate	pH (approx.) 4.0	60	$2.50
186I	Potassium dihydrogen phosphate	pH (approx.) 6.8[1]	[2] 60	5.00
186II	Disodium hydrogen phosphate			
187	Borax	pH (approx.) 9.2	30	2.50
188	Potassium hydrogen tartrate	pH (approx.) 3.6	60	2.50
189	Potassium tetroxalate		65	2.50

[1] Two phosphates are to be used together in equal molar proportions.
[2] 30 grams of each phosphate are furnished.

(j) *Melting-point standards.*

Sample No.	Name	Approximate weight of sample in grams	Price per sample
44d	Aluminum	200	$3.00
45c	Copper	450	3.00
49d	Lead	1,000	3.00
42e	Tin	350	3.00
43f	Zinc	350	3.00

(k) *Turbidimetric and fineness standard.*

Sample No.	Name	Constituents determined or intended use	Approximate weight of sample in grams	Price per sample
114i	Cement	No. 325 sieve residue, 8.1 Surface area = 1,870 sq cm per gram Air permeability = 3,100 sq cm per gram	12	$2.50

(l) [Reserved.]

(m) *Spectrographic standards*—(1) *Steels.*

Sample Nos.[1]		Name	Price per sample[2]
401	801	B. O. H., 0.4 C	$5.00
402	802	B. O. H., 0.8 C	5.00
403	803	A. O. H., 0.4 C	5.00
404a	804a	Basic electric	5.00
405a	805a	Medium manganese	5.00
(³)	807	Chromium-vanadium	5.00
408	808	Chromium-nickel	5.00
(³)	809a	Nickel	5.00
410a	810a	2 Cr-1 Mo	5.00
411	(³)	Cr-Mo (SAE X4130)	5.00
411a	811a	Cr-Mo (SAE X4130)	5.00
412	(³)	Cr-Mo (SAE 4130)	5.00
412a	812a	Cr-Ni-Mo	5.00
413	813	A. O. H., 0.4 C	5.00
414	(³)	Cr-Mo (SAE 4140)	5.00
415	(³)	Bessemer, 0.4 C	5.00
415a	815a	Bessemer, 0.5 C	5.00
416a	816a	Nitralloy G	5.00
417	(³)	A. O. H., 0.4 C	5.00
417a	817a	B. O. H., 0.4 C	5.00
418	818	Cr-Mo (SAE 4130)	5.00
419	819	Ni-Mo (SAE 4620)	5.00
420	820	Ingot iron, 0.01 C	5.00
421	821	Cr-W, 0.9 C	5.00
425	825	Mn-Ni-Cr (N. E. 9450) (boron only)	5.00
427	827	Cr-Mo (SAE 4150) (boron only)	5.00
428	828	Mn-Cr (boron only)	5.00
429	829	Ni-Cr-B (boron only)	5.00
430	830	Ni-Cr-B (boron only)	5.00
436	836	Special (Cr 6–Mo 3–W 10)	8.00
437	837	Special (Cr 8–Mo 2–W 3–Co 3)	8.00
438	838	Mo High Speed (AISI-SAE M30)	8.00
439	839	Mo High Speed (AISI-SAE M36)	8.00
440	840	Special W High Speed (Cr 2–W 13–Co 12)	8.00
441	841	W High Speed (AISI-SAE T1)	8.00
442[3]		Stainless (Cr 16–Ni 10)	8.00
443[3]		Stainless (Cr 18.5–Ni 9)	8.00
444[3]		Stainless (Cr 20.5–Ni 10)	8.00
445	845	Cr 13–Mo 0.9 (Modified AISI 410)	6.00
446	846	Cr 18–Ni 9 (Modified AISI 321)	6.00
447	847	Cr 24–Ni 13 (Modified AISI 309)	6.00
448	848	Cr 9–Mo 0.3 (Modified AISI 403)	6.00
449	849	Cr 5.5–Ni 6.5	6.00
450	850	Cr 3–Ni 25	6.00

[1] Sizes are 400 series, rods 7/32 in. in diameter, 4 in. long (20 g.); 800 series, rods ½ in. in diameter, 2 in. long (50 g.).
[2] For each sample in the 400 or 800 series.
[3] Standard available in only one size.

(2) *Aluminum alloys.*

Sample No.	Name	Approximate weight of sample in grams	Price per sample
601[1]	Aluminum alloy, wrought (2,014)	160	$8.00
602[1]	Aluminum alloy, wrought (2,024)	160	8.00
603[1]	Aluminum alloy, wrought (6,061)	160	8.00
604[1]	Aluminum-base casting alloy (142)	160	8.00

[1] Aluminum standards are disks 2½ in. in diameter, ¾ in. thick.

(3) *Tin metal.*

Sample No.[1]	Name	Price per sample
431	Tin metal A	$8.00
432	Tin metal B	8.00
433	Tin metal C	8.00
434	Tin metal D	8.00
435	Tin metal E	8.00
831	Tin metal A	14.00
832	Tin metal B	14.00
833	Tin metal C	14.00
834	Tin metal D	14.00
835	Tin metal E	14.00

[1] Sizes are: 400 series, rods ¼ in. in diameter, 4 in. long (25 g.); 800 series, rods ½ in. in diameter, 2 in. long (50 g.).

(4) *Zinc-base samples.*

Sample[1] No.	Kind[2]	Price per sample
625	Zinc-base A	$8.00
626	Zinc-base B	8.00
627	Zinc-base C	8.00
628	Zinc-base D	8.00
629	Zinc-base E	8.00
630	Zinc-base F	8.00

[1] Size: Bar segments, 1¾ inch square and ¾ inch thick.
[2] NBS Nos. 625, 626, and 627 correspond to ASTM Alloy AG40A; NBS Nos. 628, 629, and 630 correspond to ASTM Alloy AC41A.

(5) *Nickel-base samples.*[1]

Sample No.	Name	Approximate weight of sample in grams	Price per sample
671	Nickel oxide 1	25	$4.00
672	Nickel oxide 2	25	4.00

[1] Although intended primarily as spectrographic standards, these samples are equally suitable for chemical standards.

(n) *Hydrocarbons and organic sulfur compounds*—(1) *Paraffins.*

Sample No.[1]	Compound		Amount of impurity[2]	Volume per sample[3]	Price per sample
	Formula	Name			
		Paraffins	*Mole percent*	*ml*	
201a-5	C_5H_{12}	n-pentane	0.15±0.07	5	$10.00
201a-8s	C_5H_{12}	do	.15± .07	8	18.00
201a-25	C_5H_{12}	do	.15± .07	25	35.00
202a-8S	C_5H_{12}	2-methylbutane (isopentane)	.09± .06	8	18.00
299-5S	C_5H_{12}	2,2-dimethylpropane (neopentane)	.04± .02	5	25.00
203a-5	C_6H_{14}	n-hexane	.10± .05	5	10.00
203a-8S	C_6H_{14}	do	.10± .05	8	18.00
203a-25	C_6H_{14}	do	.10± .05	25	35.00
204a-8S	C_6H_{14}	2-methylpentane	.16± .08	8	18.00
205a-8S	C_6H_{14}	3-methylpentane	[4] .20± .15	8	18.00
206a-8S	C_6H_{14}	2,2-dimethylbutane	.10± .04	8	18.00
207a-8S	C_6H_{14}	2,3-dimethylbutane	.11± .06	8	18.00
216-5	C_7H_{16}	n-heptane	.10± .05	5	10.00
216-8S	C_7H_{16}	do	.10± .05	8	18.00
216-25	C_7H_{16}	do	.10± .05	25	35.00
223-5S	C_7H_{16}	2-methylhexane	.23± .07	5	18.00
224-5S	C_7H_{16}	3-methylhexane	[4] .25± .15	5	18.00
225-5S	C_7H_{16}	3-ethylpentane	.13± .03	5	18.00
226-5S	C_7H_{16}	2,2-dimethylpentane	.21± .06	5	18.00
227-5S	C_7H_{16}	2,3-dimethylpentane	[4] .25± .15	5	18.00
228-5S	C_7H_{16}	2,4-dimethylpentane	.17± .05	5	18.00
229-5S	C_7H_{16}	3,3-dimethylpentane	.20± .15	5	18.00
222-5S	C_7H_{16}	2,2,3-trimethylbutane	.06± .03	5	18.00
230-5S	C_8H_{18}	n-octane	.06± .04	5	25.00
231-5S	C_8H_{18}	2-methylheptane	.41± .18	5	25.00
232-5S	C_8H_{18}	3-methylheptane	.50± .23	5	25.00
233-5S	C_8H_{18}	4-methylheptane	.12± .07	5	25.00
234-5S	C_8H_{18}	3-ethylhexane	[4] .30± .20	5	25.00
235-5S	C_8H_{18}	2,2-dimethylhexane	.29± .11	5	25.00
236-5S	C_8H_{18}	2,3-dimethylhexane	[4] .30± .20	5	25.00
237-5S	C_8H_{18}	2,4-dimethylhexane	[4] .30± .20	5	25.00
238-5S	C_8H_{18}	2,5-dimethylhexane	.30± .09	5	25.00
239-5S	C_8H_{18}	3,3-dimethylhexane	[4] .30± .20	5	25.00
240-5S	C_8H_{18}	3,4-dimethylhexane	[4] .30± .20	5	25.00
241-5S	C_8H_{18}	2-methyl-3-ethylpentane	.23± .11	5	25.00
242-5S	C_8H_{18}	3-methyl-3-ethylpentane	.08± .04	5	25.00
243-5S	C_8H_{18}	2,2,3-trimethylpentane	.42± .20	5	25.00
217-5	C_8H_{18}	2,2,4-trimethylpentane[5] [6]	.12± .05	5	10.00
217-8S	C_8H_{18}	do	.12± .05	8	18.00
217-25	C_8H_{18}	do	.12± .05	25	35.00
217-50	C_8H_{18}	do	.12± .05	50	60.00
244-5S	C_8H_{18}	2,3,3-trimethylpentane	.40± .08	5	25.00
245-5S	C_8H_{18}	2,3,4-trimethylpentane	.19± .06	5	25.00
252-5S	C_9H_{20}	n-nonane	.08± .06	5	35.00
541-5S	C_9H_{20}	2,2,3-trimethylhexane	[4] .30± .20	5	35.00
253-5S	C_9H_{20}	2,2,4-trimethylhexane	.30± .20	5	35.00
254-5S	C_9H_{20}	2,2,5-trimethylhexane	.20± .04	5	35.00
542-5S	C_9H_{20}	2,3,3-trimethylhexane	.13± .06	5	35.00
255-5S	C_9H_{20}	2,3,5-trimethylhexane	[4] .30± .20	5	35.00
256-5S	C_9H_{20}	2,4,4-trimethylhexane	.29± .11	5	35.00
544-5S	C_9H_{20}	3,3,4-trimethylhexane	.23± .10	5	35.00
289-5S	C_9H_{20}	3,3-diethylpentane	.018±.01	5	35.00
296-5S	C_9H_{20}	2,2,3,3-tetramethylpentane	.064±.021	5	35.00
297-5S	C_9H_{20}	2,2,3,4-tetramethylpentane	.035±.010	5	35.00
257-5S	C_9H_{20}	2,2,4,4-tetramethylpentane	.16± .084	5	35.00
298-5S	C_9H_{20}	2,3,3,4-tetramethylpentane	.051±.037	5	35.00
505-5S	$C_{10}H_{22}$	n-decane	.04± .02	5	35.00
554-5S	$C_{12}H_{26}$	2,2,4,6,6-pentamethylheptane	.06± .04	5	35.00
573-5S	$C_{13}H_{28}$	n-Tridecane	.09± .06	5	35.00
580-5S	$C_{14}H_{30}$	n-Tetradecane	.07± .06	5	35.00
581-5S	$C_{15}H_{32}$	n-Pentadecane	.07± .05	5	35.00
568-5S	$C_{16}H_{34}$	n-Hexadecane	.06± .04	5	35.00

[1] The designations following the sample numbers indicate the following: "-5S" or "-8S", a sample of 5 ml or 8 ml sealed "in vacuum" in a special Pyrex-glass ampoule with internal "break-off" tip: "-5", "-25", or "-50", a sample of 5, 25, or 50 ml sealed "in vacuum" in a plain-glass ampoule.
[2] Unless otherwise indicated, the purity has been evaluated from measurements of freezing points. See J. Research NBS 35, 355 (1945) RP 1676.
[3] Tolerance approximately ±10 percent. All volumes have been estimated in the liquid state, including those of compounds normally solid.
[4] Estimated by analogy with isomers subjected to similar purification.
[5] Certified with regard to density and refractive index.
[6] Certified with regard to calorimetric heat of combustion.

(2) *Alkyl cyclopentanes.*

Sample No.[1]	Compound: Formula	Compound: Name	Amount of impurity[2]	Volume per sample[3]	Price per sample
			Mole percent	ml	
219-5S	C_5H_{10}	Cyclopentane	0.05±0.02	5	$18.00
208a-5	C_6H_{12}	Methylcyclopentane	.11± .06	5	10.00
208a-8S	C_6H_{12}	do	.11± .06	8	18.00
208a-25	C_6H_{12}	do	.11± .06	25	35.00
266-5S	C_7H_{14}	Ethylcyclopentane	.06± .03	5	25.00
267-5S	C_7H_{14}	1,1 dimethylcyclopentane	.03± .02	5	35.00
268-5S	C_7H_{14}	cis-1,2-dimethylcyclopentane	.031±.016	5	35.00
269-5S	C_7H_{14}	trans-1,2-dimethylcyclopentane	.19± .10	5	35.00
270-5S	C_7H_{14}	cis-1,3-dimethylcyclopentane	.65± .23	5	35.00
271-5S	C_7H_{14}	trans-1,3-dimethylcyclopentane	.39± .09	5	35.00
272-5S	C_8H_{16}	n-propylcyclopentane	.20± .10	5	25.00
273-5S	C_8H_{16}	Isopropylcyclopentane	.20± .07	5	25.00
274-5S	C_8H_{16}	1-methyl-1-ethylcyclopentane	.13± .08	5	50.00
275-5S	C_8H_{16}	cis-1-methyl-2-ethyl-cyclopentane	.48± .24	5	50.00
279-5S	C_8H_{16}	1,1,2-trimethylcyclopentane	.015±.009	5	50.00
280-5S	C_8H_{16}	1,1,3-trimethylcyclopentane	.48± .32	5	50.00
290-5S	C_8H_{16}	cis,cis,cis-1,2,3-trimethylcyclopentane	.10± .06	5	50.00
292-5S	C_8H_{16}	cis,trans,cis-1,2,3-trimethylcyclopentane	.11± .04	5	50.00
294-5S	C_8H_{16}	cis,cis,trans-1,2,4-trimethylcyclopentane	.42± .23	5	50.00
295-5S	C_8H_{16}	cis,trans,cis-1,2,4-trimethylcyclopentane	.24± .10	5	50.00
517-5S	C_9H_{18}	n-butylcyclopentane	.034±.025	5	35.00
518-5S	C_9H_{18}	Isobutylcyclopentane	.16± .08	5	35.00
583-5S	$C_{10}H_{18}$	Cyclopentylcyclopentane	.05± .03	5	35.00
588-5S	$C_{15}H_{30}$	n-Decylcyclopentane	.20± .18	5	35.00

(3) *Alkyl cyclohexanes.*

Sample No.[1]	Compound: Formula	Compound: Name	Amount of impurity[2]	Volume per sample[3]	Price per sample
			Mole percent	ml	
209a-5	C_6H_{12}	Cyclohexane	0.010± .006	5	$10.00
209a-8S	C_6H_{12}	do	.010± .006	8	18.00
209a-25	C_6H_{12}	do	.010± .006	25	35.00
218-5	C_7H_{14}	Methylcyclohexane[4]	.10± .05	5	10.00
218-8S	C_7H_{14}	do	.10± .05	8	18.00
218-25	C_7H_{14}	do	.10± .05	25	35.00
258-5S	C_8H_{16}	Ethylcyclohexane	.13± .08	5	25.00
259-5S	C_8H_{16}	1,1-dimethylcyclohexane	.19± .03	5	35.00
260-5S	C_8H_{16}	cis-1,2-dimethylcyclohexane	.024± .013	5	35.00
261-5S	C_8H_{16}	trans-1,2-dimethylcyclohexane	.08± .07	5	35.00
263-5S	C_8H_{16}	cis-1,3-dimethylcyclohexane[7]	.09± .05	5	35.00
262-5S	C_8H_{16}	trans-1,3-dimethylcyclohexane[8]	.16± .07	5	35.00
264-5S	C_8H_{16}	cis-1,4-dimethylcyclohexane	.06± .04	5	35.00
265-5S	C_8H_{16}	trans-1,4-dimethylcyclohexane	.14± .08	5	35.00
506-5S	C_9H_{18}	n-propylcyclohexane	.08± .05	5	25.00
507-5S	C_9H_{18}	Isopropylcyclohexane	.16± .07	5	25.00
516-5S	C_9H_{18}	1,1,3-trimethylcyclohexane	.21± .05	5	50.00
508-5S	$C_{10}H_{20}$	n-butylcyclohexane	.08± .04	5	25.00
509-5S	$C_{10}H_{20}$	Isobutylcyclohexane	.17± .09	5	35.00
510-5S	$C_{10}H_{20}$	sec-butylcyclohexane	[4] .30± .20	5	35.00
511-5S	$C_{10}H_{20}$	tert-butylcyclohexane	.05± .03	5	35.00
591-5S	$C_{16}H_{32}$	n-Decylcyclohexane	.14± 0.11	5	35.00

(4) *Monoolefins.*

Sample No.[1]	Compound: Formula	Compound: Name	Amount of impurity[2]	Volume per sample[3]	Price per sample
		Paraffins	*Mole percent*	ml	
281-5S	C_5H_{10}	1-pentene	0.06±0.40	5	$25.00
282c-5S	C_5H_{10}	cis-2-pentene		5	25.00
283-5S	C_5H_{10}	trans-2-pentene	.09± .05	5	25.00
284-5S	C_5H_{10}	2-methyl-1-butene	.14± .08	5	25.00
285-5S	C_5H_{10}	3-methyl-1-butene	.24± .12	5	25.00
286-5S	C_5H_{10}	2-methyl-2-butene	.06± .04	5	25.00
519-5S	C_6H_{12}	1-hexene	.14± .08	5	35.00
527-5S	C_6H_{12}	trans-2-hexene	.17± .11	5	35.00
529-5S	C_6H_{12}	trans-3-hexene	.06± .03	5	35.00
530-5S	C_6H_{12}	2-methyl-1-pentene	.09± .09	5	35.00
531-5S	C_6H_{12}	3-methyl-1-pentene	.30± .20	5	35.00
532-5S	C_6H_{12}	4-methyl-1-pentene	.18± .12	5	35.00
533-5S	C_6H_{12}	2-methyl-2-pentene	.09± .05	5	35.00
534-5S	C_6H_{12}	3-methyl-cis-2-pentene	.15± .08	5	35.00
537-5S	C_6H_{12}	4-methyl-trans-2-pentene	.08± .07	5	35.00
538-5S	C_6H_{12}	2-ethyl-1-butene	.10± .04	5	35.00
287-5S	C_6H_{12}	3,3-dimethyl-1-butene	.09± .05	5	35.00
520-5S	C_7H_{14}	1-heptene	.20± .10	5	35.00
547-5S	C_7H_{14}	4,4-dimethyl-1-pentene	.15± .08	5	35.00
550-5S	C_7H_{14}	2,3,3-trimethyl-1-butene	.06± .04	5	35.00
521-5S	C_8H_{16}	1-octene	.24± .13	5	35.00
548-5S	C_8H_{16}	trans-4-octene	.16± .11	5	35.00
545-5S	C_8H_{16}	2,4,4-trimethyl-1-pentene	.09± .03	5	35.00
546-5S	C_8H_{16}	2,4,4-trimethyl-2-pentene	.08± .05	5	35.00
551-5S	C_9H_{18}	1-nonene	.24± .18	5	35.00
552-5S	$C_{10}H_{20}$	1-decene	.11± .07	5	35.00
555-5S	$C_{11}H_{22}$	1-undecene	.09± .08	5	35.00
526-5S	C_6H_{12}	cis-2-Hexene	.30± .19	5	35.00
528-5S	C_6H_{12}	cis-3-Hexene	.13± .08	5	35.00
539-5S	C_6H_{12}	2,3-Dimethyl-1-butene	.14± .13	5	35.00
540-5S	C_6H_{12}	2,3-Dimethyl-2-butene	.10± .05	5	35.00
589-5S	C_7H_{14}	4-Methyl-1-hexene	.22± .16	5	35.00
582-5S	C_7H_{14}	4-4-Dimethyl-cis-2-pentene	.21± .11	5	35.00
574-5S	C_7H_{14}	4-4-Dimethyl-trans-2-pentene	.09± .03	5	35.00
584-5S	$C_{12}H_{24}$	1-Dodecene	.13± .07	5	35.00
590-5S	$C_{16}H_{32}$	1-Hexadecene	.16± .07	5	35.00

(5) *Diolefins.*

Sample No.[1]	Compound: Formula	Compound: Name	Amount of impurity[2]	Volume per sample[3]	Price per sample
		Paraffins	*Mole percent*	ml	
512-5S	C_4H_6	1,2-butadiene	0.08±0.05	5	$25.00
513-5S	C_4H_6	1,3-butadiene	[5] .08± .04	5	25.00
549-5S	C_5H_8	2-methyl-1,3-butadiene (isoprene)	[5] .04± .03	5	35.00
553-5S	C_6H_{10}	1,5-hexadiene	.11± .08	5	35.00
569-5S	C_5H_8	1,2-Pentadiene[4]	.34± .15	5	35.00
570-5S	C_6H_{10}	2,3-Dimethyl-1,3-butadiene[4]	.06± .14	5	35.00

(6) *Cyclomonoolefins.*

Sample No.[1]	Compound: Formula	Compound: Name	Amount of impurity[2]	Volume per sample[3]	Price per sample
			Mole percent	ml	
288-5S	C_5H_8	Cyclopentene	0.034±0.021	5	$25.00
522-5S	C_6H_{10}	Cyclohexene	.023± .020	5	35.00
557-5S	C_8H_{12}	4-ethenyl-1-cyclohexene (4-vinyl-1-cyclohexene).	[5] .01 ± .07	5	35.00

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[1] The designations following the sample numbers indicate the following: "-5S" or "-8S", a sample of 5 ml or 8 ml sealed "in vacuum" in a special Pyrex-glass ampoule with internal "break-off" tip: "5", "-25", or "-50", a sample of 5, 25, or 50 ml sealed "in vacuum" in a plain-glass ampoule.

[2] Unless otherwise indicated, the purity has been evaluated from measurements of freezing points. See J. Research NBS 35, 355 (1945) RP 1676.

[3] Tolerance approximately ±10 percent. All volumes have been estimated in the liquid state, including those of compounds normally solid.

[4] Certified with regard to density and refractive index.

[7] This isomer, formerly known as "trans" (see Science 105, 647 (1947), has the following properties: Boiling point at one atmosphere, 120.09° C.; refractive index, n_D at 25° C., 1.4206; density at 25° C., 0.7620 g/ml. See NBS Circular 461, p. 45 (1947).

[8] This isomer, formerly known as "cis" (see Science 105, 647 (1947), has the following properties: Boiling point at one atmosphere, 124.45° C.; refractive index, n_D at 25° C., 1.4284; density at 25° C., 0.7806 g/ml. See NBS Circular 461 p. 45 (1947).

[5] When sealed. Polymer formed may be removed as residue by simple vaporization of the sample "in vacuum" at an appropriate temperature.

(7) *Acetylenes.*

Sample No.[1]	Compound		Amount of impurity [2]	Volume per sample [3]	Price per sample
	Formula	Name			
			Mole percent	ml	
514-5S	C_4H_6	1-butyne	0.13 ±0.07	5	$25.00
515-5S	C_4H_6	2-butyne	.069± .038	5	25.00

(8) *Alkyl benzenes.*

Sample No.[1]	Compound		Amount of impurity [2]	Volume per sample	Price per sample
	Formula	Name			
			Mole percent	ml	
210a-5S	C_6H_6	Benzene	0.03±0.02	5	$10.00
210a-8S	C_6H_6	do	.03± .02	8	18.00
210a-25	C_6H_6	do	.03± .02	25	35.00
211a-5	C_7H_8	Methylbenzene [4] (toluene)	.04± .02	5	10.00
211a-8S	C_7H_8	do [4]	.04± .02	8	18.00
211a-25	C_7H_8	do.[4]	.04± .02	25	35.00
211a-50	C_7H_8	do.[4]	.04± .02	50	60.00
212a-5	C_8H_{10}	Ethylbenzene	.04± .02	5	10.00
212a-8S	C_8H_{10}	do	.04± .02	8	18.00
212a-25	C_8H_{10}	do	.04± .02	25	35.00
213a-5	C_8H_{10}	1,2-dimethylbenzene (o-xylene)	.010±.007	5	10.00
213a-8S	C_8H_{10}	do	.004±.007	8	18.00
213a-25	C_8H_{10}	do	.010±.007	25	35.00
214c-5S	C_8H_{10}	1,3-dimethylbenzene (m-xylene)		5	10.00
215a-5	C_8H_{10}	1,4-dimethylbenzene (p-xylene)	.06± .03	5	10.00
215a-8S	C_8H_{10}	do	.06± .03	8	18.00
215a-25	C_8H_{10}	do	.06± .03	25	35.00
221-5S	C_9H_{12}	n-propylbenzene	.25± .08	5	25.00
220-5	C_9H_{12}	Isopropylbenzene	.07± .03	5	10.00
220-8S	C_9H_{12}	do	.07± .03	8	18.00
220-25	C_9H_{12}	do	.07± .03	25	35.00
246-5S	C_9H_{12}	1-methyl-2-ethylbenzene	.27± .07	5	35.00
247-5S	C_9H_{12}	1-methyl-3-ethylbenzene	.43± .15	5	35.00
248-5S	C_9H_{12}	1-methyl-4-ethylbenzene	.13± .03	5	35.00
249-5S	C_9H_{12}	1,2,3-trimethylbenzene	.06±.012	5	35.00
250-5S	C_9H_{12}	1,2,4-trimethylbenzene	.33± .20	5	35.00
251-5S	C_9H_{12}	1,3,5-trimethylbenzene	.05± .02	5	35.00
501-5S	$C_{10}H_{14}$	n-butylbenzene	.12± .08	5	35.00
502-5S	$C_{10}H_{14}$	Isobutylbenzene	.13± .09	5	35.00
503-5S	$C_{10}H_{14}$	sec-butylbenzene	.12± .06	5	35.00
504-5S	$C_{10}H_{14}$	tert-butylbenzene	.06± .03	5	35.00
523-5S	$C_{10}H_{14}$	1,2-diethylbenzene	.05± .03	5	35.00
524-5S	$C_{10}H_{14}$	1,3-diethylbenzene	.07± .04	5	35.00
525-5S	$C_{10}H_{14}$	1,4-diethylbenzene	.07± .02	5	35.00
571-5S	$C_{10}H_{14}$	1-Methyl-4-isopropylbenzene	.05± .03	5	35.00
585-5S	$C_{10}H_{14}$	1,2,4,5-Tetramethylbenzene	.14± .04	5	35.00
572-5S	$C_{11}H_{16}$	1-Methyl-3-tert-butylbenzene	.08± .05	5	35.00
576-5S	$C_{11}H_{16}$	1-Methyl-4-tert-butylbenzene	.05± .03	5	35.00
586-5S	$C_{16}H_{26}$	η-Decylbenzene	.20± .16	5	35.00

(9) *Naphthalene.*

Sample No.[1]	Compound		Amount of impurity [2]	Volume per sample [3]	Price per sample
	Formula	Name			
577-5S	$C_{10}H_8$	Naphthalene	0.04±0.03	5	$35.00
587-5S	$C_{10}H_{12}$	1,2,3,4-Tetrahydronaphthalene	.14± .06	5	35.00
578-5S	$C_{11}H_{10}$	1-Methylnaphthalene	.08± .03	5	35.00
579-5S	$C_{11}H_{10}$	2-Methylnaphthalene	.09± .06	5	35.00

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[1] The designations following the sample numbers indicate the following: "-5S" or "-8S", a sample of 5 ml or 8 ml sealed "in vacuum" in a special Pyrex-glass ampoule with internal "break-off" tip: "-5", "-25", or "-50", a sample of 5, 25, or 50 ml sealed "in vacuum" in a plain-glass ampoule.

[2] Unless otherwise indicated, the purity has been evaluated from measurements of freezing points. See J. Research NBS 35, 355 (1945) RP 1676.

[3] Tolerance approximately ±20 percent. All volumes have been estimated in the liquid state, including those of compounds normally solid.

[4] Certified with regard to density and refractive index.

(10) *Polycyclic aromatic hydrocarbons.*

Sample No.[1]	Compound		Amount of impurity [2]	Volume per sample [3]	Price per sample
	Formula	Name			
			Mole percent	ml	
556-5S	C_9H_{10}	2,3-dihydroindene (indan)	0.06±0.02	5	$35.00
567-5S	$C_{10}H_{18}$	cis-Decahydronaphthalene (cis-Bicyclo [4.4.0] decane)	.11± .05	5	35.00
561-5S	$C_{10}H_{18}$	trans- Decahydronaphthalene (trans-Bicyclo [4.4.0] decane)	.04± .03	5	35.00

(11) *Organic sulfur compounds.*[10]

Sample No.[1]	Compound		Amount of impurity [2]	Volume per sample [3]	Price per sample
	Formula	Name			
904-5S	C_2H_6S	Ethanethiol (ethyl mercaptan)	0.05± 0.04	5	$35.00
907-5S	$C_2H_6S_2$	Methyldithiomethane (dimethyl disulfide)[11].	.03± .02	5	35.00
902-5S	C_3H_8S	Methylthioethane (methyl ethyl sulfide)[11]	.04± .04	5	35.00
901-5S	C_4H_4S	Thiophene	.013± .011	5	35.00
903-5S	$C_4H_{10}S$	Ethylthioethane (diethyl sulfide)[11]	.06± .04	5	35.00
905-5S	$C_4H_{10}S$	2-Methyl-2-propanethiol (tert-butyl mercaptan).	.08± .04	5	35.00
908-5S	$C_4H_{10}S_2$	Ethyldithiodisulfide (diethyl disulfide)[11]	.10± .08	5	35.00
906-5S	$C_5H_{12}S$	1-Pentanethiol (n-pentyl mercaptan)	.08± .05	5	35.00

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[10] In the determination of the purity of these compounds an apparatus providing no connection with the atmosphere was employed. See Anal. Chem. 22, 151 (1950).

[11] These compounds are here named in accordance with the recommendations of the International Union of Pure and Applied Chemistry. The samples themselves bear labels in accordance with recommendations made for the naming of sulfur compounds in petroleum. See Chem. and Eng. News 24, 2765 (1946). The samples are labeled as follows: 907-5S, 2,3-dithiabutane; 902-5S, 2-thiabutane; 903-5S, 3-thiapentane; and 908-5S, 3,4-dithiahexane.

(12) *Hydrocarbon samples certified for density and refractive index.* The following three compounds of the original NBS list are certified with respect to values of density, for air-saturated material at 1 atmosphere, at 20, 25, and 30° C, to ±0.00002 g/ml, and also with respect to values of refractive index, for each of 7 wavelengths (helium 668 and 502, hydrogen 656 (C) and 486 (F), mercury 546 (e) and 436 (g), and sodium 589 (D_1 D_2) at 20, 25, and 30° C, to ±0.00002:

No. 217. 2,2,4-Trimethylpentane
No. 218. Methylcyclohexene
No. 211a. Toluene

These standards may be used to calibrate refractometers, picnometers, and density balances, as well as spectrometers. A certificate is supplied with each of these samples.

(13) *Samples certified for calorimetric heat of combustion.* Standard Sample 217, 2,2,4-Trimethylpentane, is also certified with regard to the value for calorimetric heat of combustion, primarily for calibrating apparatus for determining the heating value of gasoline and other liquid fuels.

NOTES: *Instructions and connecting tubes.* A set of instructions for transferring standard samples of hydrocarbons "in vacuum" may be obtained on request.

The unsaturated hydrocarbons are usually sealed in ampoules of Pyrex Red glass. In order to facilitate the handling of these ampoules, each laboratory obtaining one or more samples in such ampoules will be supplied gratis one special graded glass connecting tube of appropriate diameter, consisting of Pyrex Red to Pyrex Uranium to Pyrex Clear glass.

Orders. The above standard samples of hydrocarbons were prepared through a cooperative undertaking between the American Petroleum Institute and the National Bureau of Standards. One hundred and seventy-nine different hydrocarbon compounds are available as standard samples.

Standard Samples 201 to 218, inclusive, and 220, are obtainable only from the National Bureau of Standards and orders for these samples should be sent to: National Bureau of Standards, Washington 25, D. C.

All other hydrocarbon samples (No. 219 and those numbered 221 and above) are obtainable either from the National Bureau of Standards or the American Petroleum Institute. Orders for these samples from member laboratories of the American Petroleum Institute should be sent, in duplicate, with payment in advance, to the American Petroleum Institute, 50 West Fiftieth Street, New York 20, N. Y. All other orders should be sent to the National Bureau of Standards.

The standard samples of organic sulfur compounds were prepared through a cooperative undertaking of the American Petroleum Institute, the Bureau of Mines at Laramie, Wyoming, and the National Bureau of Standards. These standards can be obtained from the National Bureau of Standards or the American Petroleum Institute as indicated above for the hydrocarbons.

In all cases, compounds should be specified by both name and sample number.

Shipments. All orders for hydrocarbons or organic sulfur compounds are shipped express collect.

(o) *Paint-pigment standards for color and tinting strength only.*

Sample No.	Name	Approximate weight of sample in grams	Price per sample
300	Toluidine red toner	40	$3.00
301	Yellow ocher	45	3.00
302	Raw sienna	45	3.00
303	Burnt sienna	50	3.00
304	Raw umber	45	3.00
305	Burnt umber	50	3.00
306	Venetian red	60	3.00
307	Metallic brown	60	3.00
308	Indian red	50	3.00
309	Mineral red	65	3.00
310	Bright red oxide	50	3.00
311	Carbon black (high color)	10	3.00
312	Carbon black (all-purpose)	20	3.00
313	Black iron oxide	42	3.00
314	Yellow iron oxide, light lemon	20	3.00
315	Yellow iron oxide, lemon	20	3.00
316	Yellow iron oxide, orange	25	3.00
317	Yellow iron oxide, dark orange	40	3.00
318	Lampblack	15	3.00
319	Primrose chrome yellow	65	3.00
320	Lemon chrome yellow	60	3.00
321	Medium chrome yellow	65	3.00
322	Light chrome orange	100	3.00
323	Dark chrome orange	100	3.00
324	Ultramarine blue	37	3.00
325	Iron blue	25	3.00
326	Light chrome green	60	3.00
327	Medium chrome green	50	3.00
328	Dark chrome green	45	3.00

(p) *Standards for rubber compounding.*

Sample No.	Name	Approximate weight of sample in grams	Price per sample
370a	Zinc oxide	2,000	$2.15
371b	Sulfur	1,400	1.75
372b	Stearic acid	600	1.90
373b	Benzothiazyl disulfide	500	1.75
374a	Tetramethyl thiuramdisulfide.	500	3.50
375c	Channel black	7,500	3.50
376a	Light magnesia oxide	450	2.40
377	Phenyl-beta-naphthylamine	600	4.00
378	Oil furnace black	7,000	3.50
379	Conducting black	5,500	3.50
380	Calcium carbonate	6,000	2.50
381	Calcium silicate	4,000	2.50
382	Gas furnace black	7,500	3.50
386	Styrene-butadiene rubber	34,000	27.00

NOTE: Normally, samples are shipped railway express, express charges collect.

(q) *Standard oils for use as viscometer calibrating liquids.* These oils are not intended for use as permanent viscosity standards. They are not suitable for stockroom items and should be ordered only for immediate use. They are available only in containers of nominal one-pint capacity. This quantity is sufficient for the calibration of most viscometers. In cases where a larger quantity (e. g. duplicate samples) is required, a satisfactory explanation of the need for the larger quantity must be given in the order or accompanying letter. All available liquids are hydrocarbon oils and are listed in the tables below:

(1) *For use with viscometers calibrated in units of absolute or kinematic viscosity.* (i) Price covers the sample and a report containing accurate values at the time of shipment, for absolute viscosity, kinematic viscosity, and density at the following temperatures:

Oils D through N__ 20° C., 25° C., 100° F., and 210° F.
Oil OB__ 20° C., 25° C., and 40° C.
Oil P__ 30° C., 40° C., and 50° C.

(ii) Viscosity values at other temperatures in the range 20° C. to 100° C. (30° C. to 100° C. for Oil P) are supplied as a special service. For Oils D through N, the charge for this special service is $15 per sample per temperature. For Oils OB and P, the charge is $32 per sample per temperature. These special service charges are in addition to the charge for the sample and usual report.

(iii) The approximate viscosities and the prices of the calibrating oils are as follows:

Oil	Absolute viscosity, in poises, at—				Kinematic viscosity, in stokes, at—				Price per sample f. o. b. Washington, D. C.
	20° C.	25° C.	100° F.	210° F.	20° C.	25° C.	100° F.	210° F.	
D	0.020	0.018	0.014	0.006	0.026	0.023	0.019	0.008	$15.00
H	.074	.063	.044	.013	.091	.078	.055	.017	15.00
I	.12	.10	.066	.017	.14	.12	.081	.022	15.00
J	.21	.17	.11	.023	.25	.21	.13	.028	15.00
K	.41	.32	.18	.032	.48	.38	.22	.040	15.00
L	1.0	.74	.37	.049	1.1	.84	.43	.060	15.00
M	3.0	2.1	1.0	.099	3.4	2.4	1.1	.12	15.00
N	14	9.6	4.0	.25	16	11	4.6	.30	15.00

Oil	Absolute viscosity, in poises, at—					Kinematic viscosity, in stokes, at—					Price per sample f. o. b. Washington, D. C.
	20° C.	25° C.	30° C.	40° C.	50° C.	20° C.	25° C.	30° C.	40° C.	50° C.	
OB	330	210	--------	62	--------	380	.240	--------	70	--------	$32.00
P	--------	--------	480	200	95	--------	--------	540	230	110	32.00

(2) *For use with Saybolt viscometers.* (i) Price covers the sample and a report containing an accurate value at the time of shipment, for viscosity at the indicated temperature. Viscosity values at other temperatures or in other units are not supplied.

(ii) The approximate viscosities and the prices of the Saybolt calibrating oils are as follows:

Oil	Temperature ° F.	Viscosity	Price per sample f. o. b. Washington, D. C.
SB	100	300 sec., Saybolt Universal	$6.50
SC	130	300 sec., Saybolt Universal	6.50
SF	122	100 sec., Saybolt Furol	6.50

NOTE: On account of the nature of the material, samples of oils for use as viscometer calibrating liquids will be shipped via railway express, express charges collect.

(r) *Radioactive standards.*[1]

RADIUM STANDARDS (FOR RADON ANALYSES)

Sample No.	Radium content	Volume (ml) [a]	Price per sample
4950	10^{-9} gram	100	$20.00
4951	10^{-11} gram	100	20.00
4952	Blank solution	100	2.00

[a] Samples are sealed in glass containers.

RADIUM GAMMA-RAY STANDARDS

Sample No.	Description	Radium content	Volume (ml) [a]	Price per sample
4955	Radium	0.1×10^{-6} gram	5	$20.00
4956	Radium	0.2	5	20.00
4957	Radium	0.5	5	20.00
4958	Radium	1.0	5	20.00
4959	Radium	2.0	5	20.00
4960	Radium	5.0	5	20.00
4961	Radium	10	5	20.00
4962	Radium	20	5	20.00
4963	Radium	50	5	20.00
4964	Radium	100	5	20.00

[a] Samples are contained in flame-sealed glass ampoules

ALPHA-BETA-GAMMA STANDARDS

Sample No.	Radiation	Nuclide	Nominal activity [a]	Volume	Price per sample
4900	α	Polonium-210 [b]	200 dps	(e)	$20.00
4901	α	Polonium-210 [b]	500 dps	(e)	20.00
4902	α	Polonium-210 [b]	1000 dps	(e)	20.00
4903	α	U_3O_8 [d]	15 dps	(e)	20.00
4910	$\beta(\alpha)$	RaD+E [f]	200 dps	(e)	20.00
4911	$\beta(\alpha)$	RaD+E [f]	500 dps	(e)	20.00
4912	$\beta(\alpha)$	RaD+E [f]	1000 dps	(e)	20.00
4913	$\beta(\gamma)$	Cobalt-60	10^4 dps/ml [g]	(h)	20.00
4914	$\gamma(\beta)$	Cobalt-60	10^4 dps	5.0 ml	20.00
4915	$\gamma(\beta)$	Cobalt-60	10^5 dps	5.0 ml	20.00
4916	β	Phosphorous-32 [i]	10^4 dps/ml [g]	(h)	20.00
4917	$\beta(\gamma)$	Iodine-131 [i]	10^4 dps/ml [g]	(h)	20.00
4918	$\beta(\gamma)$	Gold-198 [i]	10^4 dps/ml [g]	(h)	20.00

See footnotes at end of table.

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[1] Radioactive standards are shipped express collect.

ALPHA-BETA-GAMMA STANDARDS

Sample No.	Radiation	Nuclide	Nominal activity [a]	Volume	Price per sample
4919	β	Strontium-90 Yttrium-90	10^4 dps/ml [g]	([h])	$20.00
4920	β	Thallium-204	10^4 dps/ml [g]	([h])	20.00
4921	$\beta(\gamma)$	Sodium-22	10^4 dps [i]/ml [g]	([h])	20.00
4922	$\gamma(\beta)$	Sodium-22	10^5 dps	5.0 ml	20.00
4923	$\beta(\gamma)$	Sodium-24 [i]	10^3 dps/ml [g]	([h])	20.00
4924	β	Carbon-14	10^3 dps/ml [g]	25.0 ml	20.00
4925	β	Carbon-14 [j]	10^4 dps/g	([k])	20.00
4926	β	Hydrogen-3	10^4 dps/ml	25.0 ml	20.00
4927	β	Hydrogen-3	10^6 dps/ml	([h])	20.00
4928	β	Sulphur-35	10^4 dps/ml [g]	([h])	20.00
4929	K	Iron-55	10^5 dps/ml	([h])	20.00
4930	$K(\gamma)$	Zinc-65	10^5 dps/ml	([h])	20.00
4931	$\gamma(\beta)$	Cesium-137	10^6 dps/ml	5.0 ml	20.00
4932	$\gamma(\beta)$	Mercury-203	10^6 dps/ml	5.0 ml	20.00
4933	$\beta(\gamma)$	Potassium-42 [i]	10^3 dps/ml [g]	([h])	20.00

[a] The disintegration rate as of the reference date is given on a certificate accompanying the standard.

[b] Samples consist of olonium-210, deposited on a silver disk 1 inch in diameter, 1/16 inch thick and faced with 0.002 inch of palladium.

[c] Deposited source.

[d] Samples consist of U_3O_8 deposited on a 0.1 millimeter platinum foil and mounted on an aluminum disk, 1¼ inch in diameter and 1/32 inch thick. The alpha-ray disintegration rate as of the date of calibration is indicated on the certificate accompanying the standard.

[e] Evaporated source.

[f] Standards consist of Pb-210—Bi-210 in equilibrium, deposited on the 0.002 inch thick palladium face of a silver palladium disk.

[g] Total activity has been adjusted so that AEC authorization is not required.

[h] Approximately 3 milliliters of low-solids carrier solution containing the active nuclide in a flame-sealed ampoule.

[i] Distributed periodically at announced intervals.

[j] For use in liquid scintillation counters.

[k] Crystallized benzoic acid.

ROCK AND ORE STANDARDS—RADIUM ROCK SAMPLES [a]

Sample No.	Rock	Average radium content (gram of radium per gram of rock)	Price per sample
4975	Dunite	$(0.009\pm0.004)\times10^{-12}$	$3.00
4976	Carthage limestone	0.14 ± 0.03	3.00
4977	Berea sandstone	0.24 ± 0.02	3.00
4978	Columbia River basalt	0.33 ± 0.03	3.00
4979	Chelmsford granite	2.96 ± 0.08	3.00
4980	Quartzite	0.06 ± 0.01	3.00
4981	Graniteville granite	3.3 ± 0.2	3.00
4982	Gabbro-diorite	0.18 ± 0.02	3.00
4983	Milford granite	0.23 ± 0.02	3.00
4984	Triassic diabase	0.18 ± 0.03	3.00
4985	Deccan trap	0.21 ± 0.04	3.00
4986	Kimberlite	0.59 ± 0.04	3.00

[a] Each sample consists of 100 g of pulverized rock taken from bulk material analyzed for radium content. Petrographic data and approximate chemical analysis of a representative sample of each rock is also given in a certificate accompanying each sample.

(s) *Standard colors for kitchen and bathroom accessories.*[1]

Sample No.	Item	Unit of issue	Price per set
1000	Enameled iron plaques, 3 x 5 inches, in accordance with Commercial Standards CS 62-38 and CS 63-38.	Set of 10	$10.00

[1] Calibration of these standards for use with three-filter reflectometers may be obtained by ordering under Fee Schedule 215.508b as listed in National Bureau of Standards Test Fee Circular 483 (obtainable from the Superintendent of Documents, Washington 25, D. C.).

(t) *Limestone slabs for caulking compound tests.*

Sample No.	Description	Unit of issue	Price per set
1005	Limestone slabs, as required by Federal Specification TT-C-598, "Compound, Caulking: Plastic".	Set of 12 slabs.	$9.00

(u) *Resolution test charts.*

Sample No.	Description [1]	Unit of issue [2]	Price per sample
1010	Resolution chart, for testing the resolving power of microcopying cameras.	Each	$0.20

[1] These charts are made photographically, and consist of a series of line-patterns, the lines and spaces being of equal width. Each pattern contains two sets of lines, one set at right angles to the other. The patterns range from 1 to 10 lines per millimeter. Instructions for the use of these charts are furnished with each order.

[2] Minimum order, 5 charts.

(v) *Light-sensitive paper and booklets of standard faded strips of light-sensitive paper, for use in testing textiles for colorfastness to light by exposure in carbon-arc fading lamp.* (See NBS Letter Circular LC1012 for directions for using the paper.)

Sample No.	Description	Unit of issue	Price per set
1015	Light-sensitive paper, for use in testing textiles for colorfastness to light by exposure in carbon-arc fading lamp.	Set of 100 pieces.	$3.00
1016	Booklet of standard faded strips of light-sensitive paper, for use in testing textiles for colorfastness to light by exposure in carbon-arc fading lamp.	Booklet	20.00

(w) *Standards of reference.* In addition to the standards already enumerated, this Bureau distributes the following standards of reference that have been compared with master standards at the Bureau or measured for compliance with an arbitrary standard. Detailed information and prices concerning these standards of reference may be obtained by applying to the Bureau.

Standards of thermal radiation (incandescent electric lamp) for calibrating thermopiles. (Fee Schedule 204.201d.)

Lamp standards of candlepower and luminous flux. (Fee Schedule 202.121.)

Spectrophotometric standards. (Fee Schedule 202.125.)

Lamp standards of color temperature. (Fee Schedule 202.127g.)

Reflectance standards. (Fee Schedule 202.128.)

Glass opacity standards for the paper industry. (Fee Schedule 202.129.)

Gloss standards. (Fee Schedule 202.130.)

Signal glasses. (Fee Schedule 202.132.)

Haze standards. (Fee Schedule 202.133.)

Transmittance standards for petroleum products. (Fee Schedule 202.134.)

(Sec. 9, 31 Stat. 1450, as amended; 15 U. S. C. 277)

Dated: November 19, 1956.

A. V. ASTIN,
Director,
National Bureau of Standards.

Approved:

SINCLAIR WEEKS,
Secretary of Commerce.

[F. R. Doc. 56-9652; Filed, Nov. 26, 1956; 8:47 a. m.]

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of the Treasury

Subchapter D—Navigation Requirements for Certain Inland Waters

[CGFR 56-52]

PART 82—BOUNDARY LINES OF INLAND WATERS

MISCELLANEOUS EDITORIAL CHANGES

In the description of boundary lines of inland waters specific reference objects are used in describing the lines. The changes in this document are editorial in nature and correct the names of aids to navigation and other reference points used. Although new reference points may be used in certain instances, these changes do not change the locations of the boundary lines as previously established and published in the FEDERAL REGISTER.

Because the amendments in this document are editorial in nature, it is hereby found that compliance with the Administrative Procedure Act respecting notice of proposed rule making, public rule making procedures thereon, and effective date requirements thereof, is impracticable and unnecessary.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Order No. 120, dated July 31, 1950 (15 F. R. 6521), to promulgate rules and regulations in accordance with the statutes cited with the regulations below, the following amendments to the regulations are prescribed and shall become effective upon date of publication of this document in the FEDERAL REGISTER:

ATLANTIC COAST

1. Section 82.5 is amended by changing "Sail Rock Whistle Buoy 1" to "Sail Rock Lighted Whistle Buoy 1" so that this section reads as follows:

§ 82.5 *All harbors on the coast of Maine, New Hampshire, and Massachusetts between West Quoddy Head, Maine, and Cape Ann Lighthouse, Mass.* A line drawn from Sail Rock Lighted Whistle Buoy 1 to the southeasternmost extremity of Long Point, Maine, to the southeasternmost extremity of Western Head; thence to the southeasternmost extremity of Old Man; thence to the southernmost extremity of Double Shot Islands; thence to Libby Islands Lighthouse; thence to Moose Peak Lighthouse; thence to the eastern extremity of Little Pond Head. A line drawn from the southern extremity of Pond Point, Great Wass Island, to the southernmost point of Crumple Island; thence to Petit Manan Lighthouse; thence to Mount Desert Lighthouse; thence to Matinicus Rock Lighthouse; thence to Monhegan Island Lighthouse; thence to Seguin Lighthouse; thence to Portland Lightship; thence to Boon Island Lighthouse; thence to Cape Ann Lighted Whistle Buoy 2.

2. Section 82.20 is amended by changing "Navesink Lighthouse (South Tower)" to "Navesink (abandoned) Lighthouse (South Tower)" so that this section reads as follows:

§ 82.20 *New York Harbor.* A line drawn from Rockaway Point Coast Guard Station to Ambrose Channel Lightship; thence to Navesink (abandoned) Lighthouse (south tower).

3. Section 82.25 is amended by changing "Cape May Entrance Lighted Bell Buoy 2CM" to "Cape May Inlet Lighted Bell Buoy 2CM" so that this section reads as follows:

§ 82.25 *Delaware Bay and tributaries.* A line drawn from Cape May East Jetty Light to Cape May Inlet Lighted Bell Buoy 2CM; thence to Overfalls Lightship; thence to the northernmost extremity of Cape Henlopen.

4. Section 82.45 is amended by changing "St. Andrew Sound Bar Buoy" to "St. Andrew Sound Outer Entrance Buoy" and "Fernandina Lighted Whistle Buoy 1F" to "St. Marys Entrance Lighted Whistle Buoy 1STM" so that this section reads as follows:

§ 82.45 *St. Simon Sound, St. Andrew Sound, and Cumberland Sound.* Starting from the hotel located approximately ¾ mile, 63½° true, from St. Simon (rear) Lighthouse, a line drawn to St. Simon Lighted Whistle Buoy St. S; thence to St. Andrew Sound Outer Entrance Buoy; thence to St. Marys Entrance Lighted Whistle Buoy 1STM; thence to Amelia Island Lighthouse.

GULF COAST

5. Section 82.95 is amended by changing "a point 5.9 miles, 210.5° true, from Mobile Point Lighthouse" to "a point 5.5 miles 202° true, from Mobile Point Lighthouse" and by changing "a point 5.1 miles, 106° true, from Pass a Loutre Abandoned Lighthouse" to "a point 5.1 miles, 107° true, from Pass a Loutre Abandoned Lighthouse," so that this section reads as follows:

§ 82.95 *Mobile Bay, Ala., to Mississippi Passes, La.* Starting from a point which is located 1 mile, 90° true, from Mobile Point Lighthouse, a line drawn to a point 5.5 miles, 202° true, from Mobile Point Lighthouse; thence to Ship Island Lighthouse; thence to Chandeleur Lighthouse; thence in a curved line following the general trend of the seaward, high-water shore lines of the Chandeleur Islands to the southwestern-most extremity of Errol Shoal (lat. 29° 35.8′ N., long. 89° 00.8′ W.); thence to a point 5.1 miles, 107° true, from Pass a Loutre Abandoned Lighthouse.

PACIFIC COAST

6. Section 82.125 is amended by changing "South Jetty Bell Buoy 2S" to "South Jetty Bell Buoy 2SJ" so that this section reads as follows:

§ 82.125 *Columbia River Entrance.* A line drawn from the west end of the north jetty (above water) to South Jetty Bell Buoy 2SJ.

7. Section 82.130 is amended by changing "Bonita Point Lighthouse" to "Point Bonita Lighthouse" so that this section reads as follows:

§ 82.130 *San Francisco Harbor.* A straight line from Point Bonita Lighthouse drawn through Mile Rocks Lighthouse to the shore.

8. Section 82.135 is amended by changing "Net Depot East Jetty Light 4 at Anaheim Bay" to "Anaheim Bay East Jetty Light 4" so that this section reads as follows:

§ 82.135 *San Pedro Bay.* A line drawn from Los Angeles Harbor Lighthouse through the axis of the Middle Breakwater to the eastern-most extremity of the Long Beach Breakwater; thence to Anaheim Bay East Jetty Light 4.

PUERTO RICO AND VIRGIN ISLANDS

9. Section 82.235 is amended by changing "The Triangle Bell Buoy 2" to "The Triangles Bell Buoy 2" so that this section reads as follows:

§ 82.235 *St. Thomas Harbor, St. Thomas.* A line drawn from the southernmost extremity of Red Point through Lindbergh Bay Buoy 1; thence to Porpoise Rocks Lighted Buoy 2; thence to the southernmost extremity of Flamingo Point; thence to The Triangles Bell Buoy 2; thence to the Green Cay.

10. Section 82.245 is amended by changing "Piedra Stevens Buoy 1" to "Piedra Stevens Lighted Buoy 1" so that this section reads as follows:

§ 82.245 *Sonda de Vieques.* A line drawn from the easternmost extremity of Punta Yeguas, Puerto Rico, to a point 1 mile due south of the lighthouse at the entrance to Puerto Ferro; thence eastward in a straight line to a point 1 mile southeast of Punta Este Light, Vieques; thence in a straight line to the easternmost extremity of Punta del Este, Isla Culebrita. A line from the northernmost extremity of Cayo Nordeste to Piedra Stevens Lighted Buoy 1; thence to Las Cucarachas Light; thence to Cabo San Juan Light.

(Sec. 2, 28 Stat. 682, as amended, 33 U. S. C. 151)

Dated: Nov. 19, 1956.

[SEAL] J. A. HIRSHFIELD,
Rear Admiral, U. S. Coast Guard,
Acting Commandant.

[F. R. Doc. 56-9656; Filed, Nov. 26, 1956; 8:48 a. m.]

TITLE 38—PENSIONS, BONUSES, AND VETERANS' RELIEF

Chapter I—Veterans Administration

PART 4—DEPENDENTS AND BENEFICIARIES CLAIMS

PAYMENT OF PENSION OR COMPENSATION

In § 4.98, paragraph (c) (5) and (6) is amended to read as follows:

§ 4.98 *Payment of pension or compensation based on school attendance.* * * *

(c) *Holiday or vacation periods.* * * *

(5) *Resumption of payments after discontinuance for failure to submit notice of commencement.* Payments reduced or discontinued pursuant to subparagraph (4) (i) of this paragraph for failure to submit notice of commencement of school attendance within 10 days (30 days if residence is outside the continental limits of the United States) after the date the child expected to commence the course of training will be resumed, if otherwise in order, from the effective date of such reduction or discontinuance upon receipt within 1 year from that date of notice showing attendance at the commencement of term for which such benefits were denied.

(6) *Ending dates of school awards.* The ending date of the school award will be the year, month, and day shown on VA Form VB 8-674 on which it is expected the course will be terminated. If day on which it is expected the course will be terminated is not shown, the ending date of the school award will be the last day of the preceding month.

* * * * *

(Sec. 5, 43 Stat. 608, as amended, sec. 2, 46 Stat. 1016, sec. 7, 48 Stat. 9; 38 U. S. C. 11a, 426, 707)

This regulation is effective November 27, 1956.

[SEAL] JOHN S. PATTERSON,
Deputy Administrator.

[F. R. Doc. 56-9649; Filed, Nov. 26, 1956; 8:46 a. m.]

PART 36—SERVICEMEN'S READJUSTMENT ACT OF 1944

SUBPART A—TITLE III; LOAN GUARANTY

MISCELLANEOUS AMENDMENTS

1. In § 36.4401, paragraphs (a), (c), (e), and (f) are amended to read as follows:

§ 36.4401 *Definitions.* * * *

(a) "Act": Public Law 702, 80th Congress, 2d Session, as amended.

* * * * *

(c) "Movable facilities": Such exercising equipment and other aids as may be allowed or required by the Chief Medical Director or his designee.

* * * * *

(e) "Special fixtures": Construction features which are specially designed to overcome the physical limitations of the individual beneficiary and which are allowed or required by the Chief Medical Director or his designee as necessary by nature of the qualifying disability.

(f) "Housing unit": A family dwelling or unit approved by the Department of Medicine and Surgery as medically feasible for occupation as a home by the individual beneficiary, including the land, improvements, and all appurtenances, together with such movable facilities or special features as are authorized under the definitions of those terms in §§ 36.4401 through 36.4410.

* * * * *

2. In § 36.4408, paragraph (b) is amended to read as follows:

§ 36.4408 *Delegation of authority.* * * *

(b) Designated positions:

Chief Benefits Director.
Director, Loan Guaranty Service.
Assistant Director for Loan Policy and Management.
Manager, Veterans Benefits Office, D. C.
Assistant Manager, Veterans Benefits Office, D. C.
Loan Guaranty Officer, Veterans Benefits Office, D. C.
Assistant Loan Guaranty Officer, Veterans Benefits Office, D. C.
Chief, Paraplegic Housing Section, Veterans Benefits Office, D. C.
Manager, VA Regional Office.
Loan Guaranty Officer.
Assistant Loan Guaranty Officer.

* * * * *

3. Section 36.4409 is revised to read as follows:

§ 36.4409 *Guaranteed or insured loans under Servicemen's Readjustment Act.* In any case where, in addition to the benefits of Public Law 702, 80th Congress, as amended, the veteran will utilize his entitlement to the loan guaranty or insurance benefits of Title III of the Servicemen's Readjustment Act of 1944 (Pub. Law 346, 78th Cong.), as amended, the complete transaction must be in accord with applicable regulations promulgated thereunder excepting § 36.4306 thereof.

(Sec. 2, 62 Stat. 500, as amended; 38 U. S. C. ch. 12)

This regulation is effective November 27, 1956.

[SEAL] JOHN S. PATTERSON,
Deputy Administrator.

[F. R. Doc. 56-9650; Filed, Nov. 26, 1956; 8:47 a. m.]

TITLE 6—AGRICULTURAL CREDIT

Chapter IV—Commodity Stabilization Service and Commodity Credit Corporation, Department of Agriculture

PART 464—TOBACCO

SUBPART—1956 TOBACCO LOAN PROGRAM

Set forth below are schedules of advance rates, by grades, for the 1956 crop of types 21, 22, 23, 31, 35, 36, and 37 tobacco, under the tobacco loan program formulated by Commodity Credit Corporation and Commodity Stabilization Service, published June 6, 1956 (21 F. R. 3863).

Sec.	
464.831	1956 crop: Virginia fire-cured tobacco, Type 21; advance schedule.
464.832	1956 crop: Tennessee and Kentucky fire-cured tobacco, Type 22; advance schedule.
464.833	1956 crop: Kentucky and Tennessee fire-cured tobacco, Type 23; advance schedule.
464.834	1956 crop: Burley tobacco, Type 31; advance schedule.
464.835	1956 crop: Dark air-cured tobacco, Types 35 and 36; advance schedule.
464.836	1956 crop: Virginia sun-cured tobacco, Type 37; advance schedule.

AUTHORITY: §§ 464.831 to 464.836 issued under sec. 4, 62 Stat. 1070, as amended; 15 U. S. C. 714b. Interpret or apply sec. 5, 62 Stat. 1072, secs. 101, 401, 63 Stat. 1051, as amended, 1054, sec. 2, 59 Stat. 506; 15 U. S. C. 714c, 7 U. S. C. 1441, 1421, 1312 note.

§ 464.831 *1956 crop; Virginia fire-cured tobacco, Type 21, advance schedule.*[1]

[Dollars per hundred pounds, farm sales weight]

Grade	Length 46	Length 45	Length 44	Grade	
A1F	56.12	56.12	----------	T3F	39.12
A2F	52.12	53.12	50.12	T4F	37.12
A3F	50.12	50.12	48.12	T5F	32.12
A1D	56.12	56.12	----------	T3D	39.12
A2D	52.12	53.12	50.12	T4D	37.12
A3D	50.12	50.12	48.12	T5D	32.12
				T3M	37.12
B1F	52.12	53.12	50.12	T4M	34.12
B2F	50.12	50.12	48.12	T5M	28.12
B3F	43.12	44.12	43.12	T3G	37.12
B4F	38.12	40.12	39.12	T4G	34.12
B5F	35.12	36.12	35.12	T5G	28.12
B1D	52.12	53.12	50.12		
B2D	50.12	50.12	48.12	X1L	38.12
B3D	43.12	44.12	43.12	X2L	35.12
B4D	38.12	40.12	39.12	X3L	32.12
B5D	35.12	36.12	35.12	X4L	30.12
B3M	38.12	39.12	38.12	X5L	25.12
B4M	37.12	38.12	37.12	X1F	39.12
B5M	33.12	34.12	33.12	X2F	36.12
B3G	38.12	39.12	38.12	X3F	34.12
B4G	37.12	38.12	37.12	X4F	30.12
B5G	33.12	34.12	33.12	X5F	25.12
				X1D	39.12
C1L	55.12	55.12	51.12	X2D	36.12
C2L	52.12	52.12	49.12	X3D	34.12
C3L	46.12	46.12	43.12	X4D	30.12
C4L	39.12	40.12	39.12	X5D	25.12
C5L	34.12	35.12	34.12	X3M	30.12
C1F	55.12	55.12	51.12	X4M	27.12
C2F	52.12	52.12	49.12	X5M	23.12
C3F	46.12	46.12	43.12	X3G	30.12
C4F	39.12	40.12	39.12	X4G	26.12
C5F	34.12	35.12	34.12	X5G	21.12
C2D	35.12	36.12	35.12		
C3D	31.12	32.12	31.12	N1L	15.12
C4D	30.12	31.12	30.12	N1R	15.12
C5D	26.12	27.12	26.12	N1G	15.12
C3M	33.12	34.12	33.12		
C4M	31.12	32.12	31.12		
C5M	29.12	30.12	29.12		
C3G	31.12	32.12	31.12		
C4G	29.12	30.12	29.12		
C5G	24.12	25.12	24.12		

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[1] The Cooperative Associations through which price support is made available for Virginia fire-cured, type 21, Burley, type 31, and Virginia sun-cured, type 37, are authorized to deduct from the amount paid to growers 12 cents per hundred pounds to apply against overhead costs. Only the original producer is eligible to receive advances. Tobacco graded "W" (doubtful keeping order), "U" (unsound), DAM (damaged), N2L, N2R, N2G, N-K, botched, nested, off-type, or decayed will not be accepted, except that tobacco graded "W" (doubtful keeping order) will be accepted at advance rates 10 percent below the regular grade advance rates for types 22, 23, 35, and 36, and 20 percent below the regular grade advance rates for types 21 and 37. Types 22 and 23 grades marked with the special factor "OS" and dark air-cured, type 35, grades marked with special factor "BL" in addition to the regular grade symbols shall have an advance rate 20 percent below the advance rate for the regular grades without such special factor.

§ 464.832 *1956 crop; Tennessee and Kentucky fire-cured tobacco, Type 22; advance schedule.*[1]

[Dollars per hundred pounds, farm sales weight]

Grade	Lengths 46 and 45	Length 44	Grade	
A1F	62	----------	T3F	34
A2F	58	51	T4F	30
A3F	48	45	T5F	24
A1D	62	----------	T3D	34
A2D	58	51	T4D	29
A3D	48	45	T5D	22
			T3M	32
B1F	52	48	T4M	24
B2F	49	46	T5M	19
B3F	45	43	T3G	29
B4F	41	39	T4G	23
B5F	33	31	T5G	16
B3FV	42	39		
B4FV	38	36	X1L	40
B5FV	31	29	X2L	37
B1D	52	48	X3L	33
B2D	49	46	X4L	28
B3D	47	45	X5L	22
B4D	42	40		
B5D	32	29	X1F	40
B3M	42	39	X2F	37
B4M	37	34	X3F	33
B5M	28	24	X4F	28
B3G	43	40	X5F	22
B4G	38	35	X3FV	30
B5G	27	23	X4FV	25
			X5FV	19
C1L	51	48		
C2L	47	44	X1D	39
C3L	45	42	X2D	36
C4L	40	38	X3D	30
C5L	32	30	X4D	23
C1F	51	48	X5D	14
C2F	47	44	X3M	27
C3F	45	42	X4M	19
C4F	40	38	X5M	14
C5F	32	30	X3G	26
C3FV	40	36	X4G	17
C4FV	35	33	X5G	12
C5FV	30	28		
C2D	44	40	N1L	13
C3D	40	37	N1R	11
C4D	34	31	N1G	10
C5D	26	24		
C3M	39	36		
C4M	33	31		
C5M	27	24		
C3G	36	32		
C4G	30	26		
C5G	21	17		

§ 464.833 *1956 crop; Kentucky and Tennessee fire-cured tobacco, Type 23; advance schedule.*[1]

[Dollars per hundred pounds, farm sales weight]

Grade	Lengths 46 and 45	Length 44	Grade	
A1F	62	----------	T3F	33
A2F	57	50	T4F	29
A3F	47	44	T5F	23
A1D	62	----------	T3D	33
A2D	57	50	T4D	28
A3D	47	44	T5D	21
			T3M	31
B1F	51	47	T4M	23
B2F	48	45	T5M	18
B3F	44	42	T3G	28
B4F	40	38	T4G	22
B5F	33	31	T5G	15
B3FV	41	38		
B4FV	37	35	X1L	39
B5FV	31	29	X2L	36
B1D	51	47	X3L	32
B2D	48	45	X4L	27
B3D	46	44	X5L	22
B4D	41	39	X1F	39
B5D	32	29	X2F	36
B3M	41	38	X3F	32
B4M	36	33	X4F	27
B5M	28	24	X5F	22
B3G	42	39	X3FV	29
B4G	37	34	X4FV	24
B5G	27	23	X5FV	19
C1L	50	47	X1D	38
C2L	46	43	X2D	35
C3L	44	41	X3D	29
C4L	39	37	X4D	22
C5L	32	30	X5D	14
C1F	50	47	X3M	26
C2F	46	43	X4M	18
C3F	44	41	X5M	14
C4F	39	37	X3G	25
C5F	32	30	X4G	16
C3FV	39	35	X5G	12
C4FV	34	32		

[Dollars per hundred pounds, farm sales weight]

Grade	Lengths 46 and 45	Length 44	Grade	
C5FV	30	28	N1L	13
C2D	43	39	N1R	11
C3D	39	36	N1G	10
C4D	33	30		
C5D	26	24		
C3M	38	35		
C4M	33	31		
C5M	27	24		
C3G	35	31		
C4G	30	26		
C5G	21	17		

§ 464.834 *1956 crop; burley tobacco, Type 31, advance schedule.*[1]

[Dollars per hundred pounds, farm sales weight]

Grade	*Advance rate*	*Grade*	*Advance rate*
B1F	61.12	T4FV	34.12
B2F	59.12	T3FR	40.12
B3F	55.12	T4FR	35.12
B4F	52.12	T5FR	29.12
B5F	46.12	T3R	29.12
B3FV	52.12	T4R	26.12
B4FV	46.12	T5R	21.12
B3FK	47.12	T3RV	26.12
B4FK	43.12	T4RV	22.12
B1FR	52.12	T4D	21.12
B2FR	50.12	T5D	18.12
B3FR	45.12	T4GF	24.12
B4FR	42.12	T5GF	19.12
B5FR	37.12	T4GR	18.12
B1R	43.12	T5GR	15.12
B2R	40.12	C1L	67.12
B3R	36.12	C2L	66.12
B4R	32.12	C3L	65.12
B5R	29.12	C4L	64.12
B3RV	31.12	C5L	59.12
B4RV	27.12	C1F	66.12
B4D	24.12	C2F	65.12
B5D	19.12	C3F	64.12
B3M	43.12	C4F	62.12
B4M	39.12	C5F	57.12
B5M	31.12	C3FV	59.12
B3GF	35.12	C4FV	57.12
B4GF	32.12	C3FK	53.12
B5GF	26.12	C4FK	51.12
B3GR	24.12	C3R	56.12
B4GR	21.12	C4R	53.12
B5GR	18.12	C5R	46.12
M3F	49.12	C3RV	49.12
M4F	44.12	C4RV	46.12
M5F	41.12	C4M	50.12
M3R	38.12	C5M	44.12
M4R	33.12	C4G	34.12
M5R	28.12	C5G	27.12
T3F	46.12	X1L	67.12
T4F	41.12	X2L	66.12
T5F	35.12	X3L	65.12
T3FV	39.12	X4L	61.12
X5L	52.12	X4M	47.12
X1F	66.12	X5M	37.12
X2F	65.12	X4G	37.12
X3F	64.12	X5G	27.12
X4F	60.12	N1L	40.12
X5F	51.12	N1F	32.12
X3R	54.12	N1D	16.12
X4R	50.12	N1G	14.12
X5R	40.12		

§ 464.835 *1956 crop; Dark air-cured tobacco, Types 35 and 36, advance schedule.*[1]

[Dollars per hundred pounds, farm sales weight]

Grade	Lengths 46 and 45	Length 44	Grade	
A1F	52	....	T3F	35
A2F	48	45	T4F	31
A3F	43	41	T5F	23
A1R	52	....	T3R	35
A2R	48	45	T4R	31
A3R	43	41	T5R	23
			T3D	35
B1F	49	47	T4D	31
B2F	45	43	T5D	23
B3F	44	42	T3M	34
B4F	42	40	T4M	29
B5F	36	34	T5M	22
B3FV	41	39	T3G	34
B4FV	40	38	T4G	29
B5FV	36	34	T5G	21
B1R	49	47		
B2R	45	43	X1L	39
B3R	44	42	X2L	37
B4R	42	40	X3L	33
B5R	36	34	X4L	30
B1D	49	47	X5L	24
B2D	45	43	X1F	39
B3D	42	40	X2F	37
B4D	41	39	X3F	33
B5D	35	33	X4F	30
B3M	41	39	X5F	24
B4M	38	36	X3FV	32
B5M	32	30	X4FV	26
B3G	40	38	X5FV	21
B4G	38	36	X1R	39
B5G	31	29	X2R	36
			X3R	33
C1L	46	44	X4R	27
C2L	44	42	X5R	21
C3L	43	41	X3D	33
C4L	40	38	X4D	27
C5L	32	30	X5D	17
C1F	46	44	X3M	31
C2F	44	42	X4M	24
C3F	43	41	X5M	17
C4F	40	38	X3G	31
C5F	32	30	X4G	21
C3FV	40	38	X5G	15
C4FV	38	36		
C5FV	30	28	N1L	15
C1R	44	42	N1R	15
C2R	42	40	N1G	14
C3R	41	39		
C4R	39	37		
C5R	29	27		
C3M	40	38		
C4M	36	34		
C5M	27	25		
C4G	36	34		
C5G	26	24		

§ 464.836 *1956 crop; Virginia sun-cured tobacco, Type 37; advance schedule.*[1]

[Dollars per hundred pounds, farm sales weight]

Grade	Length 45	Length 44	Grade	
A1F	53.12	....	T3F	38.12
A2F	51.12	48.12	T4F	36.12
A3F	49.12	45.12	T5F	30.12
A1R	53.12	....	T3R	38.12
A2R	51.12	48.12	T4R	36.12
A3R	49.12	45.12	T5R	30.12
			T3D	36.12
B1F	51.12	48.12	T4D	34.12
B2F	49.12	45.12	T5D	26.12
B3F	44.12	42.12	T3M	36.12
B4F	40.12	38.12	T4M	34.12
B5F	35.12	33.12	T5M	26.12
B1R	51.12	48.12	T3G	36.12
B2R	49.12	45.12	T4G	34.12
B3R	44.12	42.12	T5G	26.12
B4R	40.12	38.12		
B5R	35.12	33.12	X1L	38.12
B1D	51.12	48.12	X2L	35.12
B2D	49.12	45.12	X3L	32.12
B3D	44.12	42.12	X4L	30.12
B4D	38.12	36.12	X5L	23.12
B5D	34.12	32.12	X1F	39.12
B3M	39.12	37.12	X2F	36.12
B4M	37.12	35.12	X3F	33.12
B5M	34.12	32.12	X4F	30.12
B3G	39.12	37.12	X5F	23.12
B4G	37.12	35.12	X1R	38.12
B5G	34.12	32.12	X2R	35.12
			X3R	33.12
C1L	47.12	44.12	X4R	29.12
C2L	44.12	42.12	X5R	22.12
C3L	43.12	39.12		
C4L	39.12	37.12	X3D	31.12
C5L	32.12	30.12	X4D	28.12
C1F	47.12	44.12	X5D	21.12
C2F	45.12	42.12	X3M	30.12
C3F	43.12	39.12	X4M	27.12
C4F	38.12	36.12	X5M	21.12
C5F	32.12	30.12	X3G	30.12
C1R	47.12	42.12	X4G	26.12
C2R	44.12	41.12	X5G	21.12
C3R	38.12	36.12		
C4R	34.12	32.12	N1L	18.12
C5R	30.12	28.12	N1R	15.12
C3M	36.12	34.12	N1G	15.12
C4M	32.12	30.12		
C5M	28.12	26.12		
C4G	29.12	28.12		
C5G	25.12	24.12		

Issued this 19th day of November 1956.

[SEAL] WALTER C. BERGER,
Acting Executive Vice President,
Commodity Credit Corporation.

[F. R. Doc. 56-9630; Filed, Nov. 26, 1956; 8:45 a. m.]

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[1] See footnote on p. 9215.

PROPOSED RULE MAKING

CIVIL AERONAUTICS BOARD

[14 CFR Parts 3, 4b, 6, 13, 16]

[Draft Release No. 56-28]

1956 Annual Review and Amendments of Airworthiness Regulations

NOTICE OF PROPOSED RULE MAKING

Pursuant to authority delegated by the Civil Aeronautics Board to the Bureau of Safety Regulation, notice is hereby given that the Bureau will propose to the Board amendments to the airworthiness provisions of the Civil Air Regulations in substance as hereinafter set forth.

Interested persons may participate in the making of the proposed rules by submitting such written data, views, or arguments as they may desire. Communications should be submitted in duplicate to the Civil Aeronautics Board, attention Bureau of Safety Regulations, Washington 25, D. C. In order to insure their consideration by the Board before taking further action on the proposed rules, communications must be received by December 26, 1956. Copies of such communications will be available after January 2, 1957, for examination by interested persons at the Docket Section of the Board, Room 5412, Department of Commerce Building, Washington, D. C.

The proposed amendments to the airworthiness regulations set forth below stem from the studies conducted during the Board's 1956 Annual Airworthiness Review and particularly from the discussions which took place at the meetings held in Washington September 10 through September 14. Those issues which are sufficiently resolved are being published herein in the form of proposed amendments to the regulations.

The proposals herein pertain to amendments to Parts 3, 4b, 6, and 13 and rescission of Part 16 of the Civil Air Regulations. The explanatory statements accompanying the proposed amendments present the basis for the amendments and also the reasons why certain other proposals are not considered sufficiently resolved to justify specific recommendations for amendment of the regulations at the present time.

These amendments are proposed under the authority of Title VI of the Civil Aeronautics Act of 1938, as amended. The proposals may be changed in the light of comments received in response to this notice of proposed rule making.

(Sec. 205, 52 Stat. 984; 49 U. S. C. 425. Interpret or apply secs. 601-610, 52 Stat. 1007-1012, as amended; 49 U. S. C. 551-560)

Dated at Washington, D. C., November 16, 1956.

By the Bureau of Safety Regulation.

[SEAL] JOHN M. CHAMBERLAIN,
Director.

Proposed rules—Part 3:

There are contained herein proposed rules with respect to various miscellaneous issues which were possible of resolution within the framework of this year's Annual Airworthiness Review.

Of the changes being proposed, the most important substantive ones relate to the design of pressurized cabins and powerplant fire protection. The currently effective regulations contain no specific requirements with respect to pressurization effects on the airplane's structure. In view of the recent trend to develop small pressurized airplanes, it is considered appropriate to establish such specific requirements as will assure the structural integrity of airplanes utilizing pressurization. Accordingly there are being proposed in new §§ 3.197, 3.270, and 3.394 through 3.396 and in changes to § 3.383, provisions which are intended to cover pressurized cabins from the standpoint of design, basic loads, fatigue evaluation, and testing. These proposed changes were developed by using the principles which are applicable to pressurized cabins on transport category airplanes and, therefore, in many respects the proposed changes are substantially the same as those which apply to transport category airplanes.

The record of past powerplant fires on small airplanes indicates the need for certain improvements in the fire protection provisions for such airplanes, particularly with respect to fuel lines and fittings. During the recent Airworthiness Review meetings, proposals were considered with respect to requirements for improved fuel lines and fittings, flammable fluid shutoff means, fireproof skin aft of cowl openings, fire detectors, and fire-resistant lines and fittings carrying flammable fluids in engine compartments. Although fireproof cowling skin and fire detectors might be considered desirable on certain installations, there is considerable question whether such provisions are necessary for a minimum level of safety if adequate provisions are taken in the design to preclude the start of powerplant fires. Based on the current fire protection requirements, the changes proposed herein in the powerplant design of small airplanes are intended to result in a marked improvement in protection against fires on small airplanes. In this regard, it is proposed to change § 3.550 to require that flexible connections in fuel lines which are subject to internal pressure and axial loading be made by flexible hose assemblies rather than hose clamp connections which are subject to loosening. In addition, it is proposed to incorporate in § 3.550 a provision which would prohibit the use of flexible hoses which might be adversely affected by temperature. Although this provision was not discussed at the recent meetings, it is considered to be such a sound criteria as to warrant its incorporation. With these proposed changes, the provisions of § 3.550 will be consistent with those governing transport category airplanes. The currently effective provisions require shutoff means for lines carrying flammable fluids into the engine compartment on multiengine airplanes having a stall speed greater than 70 mph or a weight greater than 6,000 pounds. For all other airplanes, shutoff means are only required for the fuel lines. The proposed change to § 3.637 would require shutoff means for all lines carrying flammable fluids into the engine compartment on all airplanes. In addition, a new § 3.638 is proposed which would require that lines and fittings carrying flammable fluids or gases in the engine compartment be fire resistant on all airplanes.

Among other substantive changes, it is proposed to revise § 3.111 by reducing the prescribed minimum control speed (V_{MC}) applicable to multiengine airplanes with one engine operative from 1.3 V_{s_1} to 1.2 V_{s_1}. In view of the relatively low all-engines-operating climb airspeeds associated with new type multiengine airplanes, this change is intended to assure that the all-engines-operating climb speeds will be sufficiently above V_{MC} to minimize the possibility of flight speeds below V_{MC} in the event of an engine failure.

Changes are being proposed to the provisions of § 3.667 which incorporate more up-to-date safety standards with respect to the design and performance of auto-pilot systems.

There are also being proposed other changes which are relatively less substantive, or are editorial or clarifying in nature.

The subject of cockpit vision was discussed at the recent Annual Airworthiness Meeting from the viewpoint of incorporating more specific requirements on this subject in the regulations. Although it was generally agreed that cockpit vision should conform with the latest specifications, there was considerable question as to the advisability of incorporating detailed specifications in the regulations at this time.

It is believed advisable to obtain experience in applying the latest industry specifications to cockpit vision on small airplanes before effecting any regulatory changes. The Administrator of Civil Aeronautics has indicated his intent to develop suitable detailed specifications for small airplanes in the form of manual material. It is hoped that this material will be made available soon to industry. The Bureau will follow closely the development of this material and its subsequent application with the view of considering such specific regulatory action as might be indicated.

As a result of the recent Annual Airworthiness meetings, consideration was given to a number of proposals with respect to a requirement for an instrument flight placard on newly certificated airplanes. It is believed that there is insufficient time remaining within this year's airworthiness review to give all interested parties, especially the operators, an opportunity to explore fully the effects of those proposals. In view of the foregoing, no regulatory action on this subject is being proposed at this time;

instead, the subject will be integrated with a study on a proposal to require an instrument flight placard on existing airplanes, which is currently being conducted outside the framework of the Annual Airworthiness Review.

In view of the foregoing, notice is hereby given that it is proposed to recommend to the Board that Part 3 of the Civil Air Regulations be amended:

1. By amending § 3.75 by deleting paragraphs (c) and (d) and by inserting a new paragraph (c) to read as follows:

§ 3.75 *Minimum weight.* * * *

(c) Fuel and oil quantities not greater than the minima specified in § 3.74 (b) (1).

2. By amending § 3.111 (a) by deleting from the last sentence the expression "1.3 V_{s_1}" and inserting in lieu thereof the expression "1.2 V_{s_1}".

3. By amending § 3.118 (a) (1) and (2) by inserting between the words "all" and "flap" in each subparagraph the words "landing gear and".

4. By amending § 3.184 by adding at the end thereof a note to read as follows:

NOTE: For a seaplane version of a landplane, it is normally acceptable to use the wing loading of the landplane in determining the limit maneuvering control surface loadings from Figure 3-3 (b) provided: the power of the engines and the placard maneuver speed of the seaplane do not exceed those established for the landplane; the maximum certificated weight of the seaplane does not exceed the corresponding weight of the landplane by more than 10 percent; and service experience with the landplane is such that no evidence of any serious control-surface load problems are indicated and such that the service experience is of sufficient scope to deduce reasonably accurately that no serious control-surface load problems will develop on the seaplane.

5. By adding a new § 3.197 to read as follows:

§ 3.197 *Pressurized cabin loads.* The provisions of paragraphs (a) through (c) of this section shall apply to pressurized compartments.

(a) The airplane structure shall have sufficient strength to withstand the flight loads combined with pressure differential loads from zero up to the maximum relief valve setting. Account shall be taken of the external pressure distribution in flight. Stress concentrations shall be taken into account in the design of the pressurized structure. (See § 3.270.)

(b) If landings are to be permitted with the cabin pressurized, landing loads shall be combined with pressure differential loads from zero up to the maximum permitted during landing.

(c) The airplane structure shall have sufficient strength to withstand the pressure differential loads corresponding with the maximum relief valve setting multiplied by a factor of 1.33. It shall be acceptable to eliminate all other loads in this case.

(d) Where a pressurized cabin is separated into two or more compartments by bulkheads or floor, the primary structure shall be designed for the effects of sudden release of pressure in any compartment having external doors or windows. This condition shall be investigated for the effects resulting from the failure of the largest opening in a compartment. Where intercompartment venting is provided, it shall be acceptable to take into account the effects of such venting.

6. By adding a new heading and a new § 3.270 to read as follows:

FATIGUE EVALUATION

§ 3.270 *Pressurized cabins.* The strength, detail design, and fabrication of the pressure cabin structure shall be evaluated in accordance with the provisions of either paragraph (a) or (b) of this section.

(a) *Fatigue strength.* The structure shall be shown by analysis and/or tests to be capable of withstanding the repeated loads of variable magnitude expected in service.

(b) *Fail safe strength.* It shall be shown by analysis and/or tests that catastrophic failure is not probable after fatigue failure or obvious partial failure of a principal structural element. After such failure the remaining structure shall be capable of withstanding a static ultimate load factor of 75 percent of the limit load factor at V_C, taking into account the combined effect of normal operating pressures, the expected external aerodynamic pressures, and flight loads. These loads shall be multiplied by a factor of 1.15 unless the dynamic effects of failure under static load are otherwise taken into consideration.

7. By amending § 3.343 by inserting after the first sentence a new sentence to read as follows: "For secondary control systems including adjustable stabilizers, the system loading in the operation test need not exceed that corresponding with the maximum pilot effort established in accordance with § 3.234."

8. By amending § 3.371 (b) to read as follows:

§ 3.371 *Seaplane main floats.* * * *

(b) *Compartmentation.* Each seaplane main float shall contain a sufficient number of watertight compartments to provide reasonable assurance that the airplane will stay afloat in the event that any 2 compartments of the main floats are flooded. In any case, a main float shall contain at least 4 watertight compartments. The compartments shall have approximately equal volumes.

9. By amending § 3.383 to read as follows:

§ 3.383 *Windshields, windows, and canopies.* (a) All internal glass planes shall be of a nonsplintering safety type.

(b) The design of windshields, windows, and canopies in pressurized airplanes shall be based on factors peculiar to high altitude operation. (See also § 3.394.)

NOTE: Factors peculiar to high altitude operation normally include the effect of continuous and cyclic pressurization loadings, the inherent characteristics of the material used, the effects of temperatures and temperature gradients, etc.

(c) On pressurized airplanes, an enclosure canopy including a representative portion of the installation shall be subjected to special tests to account for the combined effects of continuous and cyclic pressurization loadings and flight loads.

10. By amending § 3.388 (b) by adding the following sentence at the end thereof: "In addition to the components provided for normal continuous control air temperature, airflow, and fuel flow, means independent of such components shall be provided for each heater to automatically shut off and hold off the ignition and fuel supply to the heater at a point remote from the heater when the heat exchanger temperature or ventilating air temperature exceeds safe limits or when either the combustion airflow or the ventilating airflow becomes inadequate for safe operation."

11. By adding a new § 3.394 to read as follows:

§ 3.394 *Pressurized cabins; general.* The design of pressurized compartments shall comply with the requirements of §§ 3.395 and 3.396. (See also §§ 3.197, §§ 3.395 and 3.396. (See also §§ 3.197, 3.270, and 3.383.)

12. By adding a new § 3.395 to read as follows:

§ 3.395 *Pressure control.* Pressurized cabins shall be provided with at least the following valves, controls, and indicators for controlling cabin pressure:

(a) Two pressure relief valves, at least one of which is the normal regulating valve, shall be installed to limit automatically the positive pressure differential to a predetermined value at the maximum rate of flow delivered by the pressure source. The combined capacity of the relief valves shall be such that the failure of any one valve would not cause an appreciable rise in the pressure differential. The pressure differential shall be considered positive when the internal pressure is greater than the external.

(b) To reverse pressure differential relief valves (or equivalent) shall be installed to prevent automatically a negative pressure differential which would damage the structure, except that one such valve shall be considered sufficient if it is of a design which reasonably precludes its malfunctioning.

(c) Means shall be provided by which the pressure differential can be rapidly equalized.

(d) An automatic or manual regulator for controlling the intake and/or exhaust air flow shall be installed so that the required internal pressures and air flow rates can be maintained.

(e) Instruments shall be provided for the pilot to show the pressure differential, the absolute pressure in the cabin, and the rate of change of the absolute pressure.

(f) Warning indication shall be provided for the pilot to indicate when the safe or preset limits on pressure differential and on absolute cabin pressure are exceeded.

(g) If the structure is not designed for pressure differentials up to the maximum relief valve setting in combination with landing loads (see § 3.197 (b)), a warning placard shall be provided for the pilot.

(h) If continued rotation of an engine driven cabin compressor or if continued flow of any compressor bleed air will constitute a hazard in case malfunction occurs, means shall be provided to stop rotation of the compressor or divert air flow from the cabin.

13. By adding a new § 3.396 to read as follows:

§ 3.396 *Tests*—(a) *Strength test.* The complete pressurized cabin, including doors, windows, canopy, and all valves shall be tested as a pressure vessel for the pressure differential specified in § 3.197 (c).

(b) *Functional tests.* The following functional tests shall be performed:

(1) To simulate the condition of regulator valves closed, the functioning and the capacity shall be tested of the positive and negative pressure differential valves and of the emergency release valve.

(2) All parts of the pressurization system shall be tested to show proper functioning under all possible conditions of pressure, temperature, and moisture up to the maximum altitude selected for certification.

(3) Flight tests shall be conducted to demonstrate the performance of the pressure supply, pressure and flow regulators, indicators, and warning signals in steady and stepped climbs and descents at rates corresponding with the maximum attainable without exceeding the operating limitations of the airplane up to the maximum altitude selected for certification.

(4) All doors and emergency exits shall be tested to ascertain that they operate properly after being subjected to the flight tests prescribed in subparagraph (3) of this paragraph.

14. By amending § 3.550 to read as follows:

§ 3.550 *Fuel system lines and fittings.* (See § 3.637.)

(a) Fuel lines shall be installed and supported to prevent excessive vibration and to withstand loads due to fuel pressure and due to accelerated flight conditions.

(b) Fuel lines which are connected to components of the airplane between which relative motion could exist shall incorporate provisions for flexibility.

(c) Flexible connections in fuel lines which may be under pressure and subjected to axial loading shall employ flexible hose assemblies rather than hose clamp connections.

(d) Flexible hose shall be of an approved type or shall be shown to be suitable for the particular application.

(e) Flexible hoses which might be adversely affected by exposure to high temperatures shall not be employed in locations where excessive temperatures will exist during operation or after engine shutdown.

15. By amending § 3.564 (a) to read as follows:

§ 3.564 *Oil tank tests.* * * *

(a) The applied pressure shall be 5 p. s. i. for all tank constructions instead of those specified in § 3.441 (a).

16. By amending the introductory paragraph of § 3.586 by deleting the first sentence and inserting in lieu thereof the following: "The engine cooling tests shall be conducted by stabilizing the engine temperatures in flight with the engines operating at not less than 75 percent of the maximum continuous power rating. After engine temperatures have stabilized, the climb shall be started at the lowest practicable altitude and continued for one minute with the engine operating at the take-off rating."

17. By amending § 3.587 (a) by inserting after the first sentence a new sentence to read as follows: "Temperatures of the operating engines shall be stabilized in flight with the engines operating at not less than 75 percent of the maximum continuous power rating."

18. By amending § 3.637 to read as follows:

§ 3.637 *Flammable fluids; shutoff means.* (a) Means for each individual engine shall be provided for shutting off or otherwise preventing hazardous quantities of fuel, oil, de-icer, and other flammable fluids from flowing into, within, or through the engine compartment except that means need not be provided to shut off flow in lines forming an integral part of an engine.

(b) Closing the fuel shutoff valve for any engine shall not make any of the fuel supply unavailable to the remaining engines. Operation of the shutoff means shall not interfere with the subsequent emergency operation of other equipment, such as feathering the propeller.

(c) The shutoff means shall be located outside of the engine compartment unless an equally high degree of safety is otherwise provided. It shall be shown that no hazardous quantity of flammable fluid could drain into the engine compartment after shutting off has been accomplished.

(d) Provisions shall be made to guard against inadvertent operation of the shutoff means and to make it possible for the crew to reopen the shutoff means in flight after it has once been closed.

19. By adding a new § 3.638 to read as follows:

§ 3.638 *Lines and fittings.* All lines and fittings carrying flammable fluids or gases in the engine compartment shall comply with the provisions of paragraphs (a) through (c) of this section.

(a) Lines and fittings which are under pressure, or which attach directly to the engine, or which are subject to relative motion between components shall be flexible, fire-resistant lines with fire-resistant end fittings of the permanently attached, detachable, or other approved type.

(b) Lines and fittings which are not subject to pressure or to relative motion between components shall be of fire-resistant materials.

(c) Vent and drain lines and their fittings shall be subject to the provisions of paragraphs (a) and (b) of this section, unless a failure of such line or fitting will not result in, or add to, a fire hazard.

20. By amending § 3.667 to read as follows:

§ 3.667 *Automatic pilot system.* If an automatic pilot system is installed, compliance shall be shown with the provisions of paragraphs (a) through (e) of this section.

(a) The system shall be so designed that the automatic pilot can be either quickly and positively disengaged by the human pilot to prevent it from interfering with the control of the airplane, or be overpowered by the human pilot to enable him to control the airplane.

(b) A means shall be provided to indicate readily to the pilot the alignment of the actuating device in relation to the control system which it operates, except when automatic synchronization is provided.

(c) The manually operated control(s) for the system's operation shall be readily accessible to the pilot. Controls shall operate in the plane and sense of motion of cockpit controls as specified by § 3.384 and Figure 3-14. The direction of motion shall be plainly indicated on or adjacent to each control.

(d) The automatic pilot system shall be of such design and so adjusted that, within the range of adjustment available to the human pilot, it cannot produce hazardous loads on the airplane or create hazardous deviations in the flight path under any conditions of flight appropriate to its use either during normal operation or in the event of malfunctioning, assuming that corrective action is initiated within a reasonable period of time.

(e) The system design shall be such that a single malfunction will not produce a hardover signal in more than one control axis. When the automatic pilot integrates signals from auxiliary controls or furnishes signals for operation of other equipment, positive interlocks and sequencing of engagement shall be provided to preclude improper operation. Protection against adverse interaction of integrated components resulting from a malfunction shall be provided.

21. By deleting § 3.676.

Proposed rules—Part 4b:

There are contained herein proposed rules with respect to various miscellaneous issues which were possible of resolution within the framework of this year's Annual Airworthiness Review.

Of the changes being proposed, the most extensive changes of a substantive nature involve the powerplant provisions. Most of these are applicable to turbine engine installations. In this regard, there is included a proposal to designate as fire zones the combustor, turbine, and tail pipe sections, with an exception applying to the installation of a fire extinguisher system if a fire originating in such section is controlled by virtue of particular design characteristics. The currently effective requirements specify the compressor and accessory sections of turbine engines as fire zones and make only certain provisions for fire zones applicable to the other sections. This proposal (see § 4b.480 (a)) should provide a reasonably high degree of fire protection for turbine engines.

There have been no provisions in the regulations governing engine design for the protection against rotor blade failure. However concurrently with these proposals there is being proposed a requirement for Part 13 of the Civil

Air Regulations to require provisions in the rotor cases to afford this type of protection. In order to provide the necessary protection on airplanes which might use engines not incorporating this protection, there is proposed in new § 4b.401 (d) a provision to require the necessary protection in the installation.

At the recent Annual Airworthiness meetings, a proposal was discussed to require protection against turbine wheel failure, such as not to jeopardize the safe operation of the airplane. This proposal was extremely controversial and since it was included in a comment in the agenda it was considered that there was insufficient time to study fully the proposal. It is believed that the problem of turbine wheel failure is most significant to safety and some consideration is deemed necessary at this time. It is considered that the broad provisions being proposed concurrently with respect to Part 13 of the Civil Air Regulations are such as to require full consideration of the structural integrity of the turbine wheel and of the engine control systems which might be used to limit those engine parameters affecting the turbine wheel. In addition, a requirement is proposed in § 4b.401 (e) to require design precautions to safeguard the airplane against turbine rotor failure when there is insufficient assurance against such failure in the engine design. This proposal is intended to apply to turbine as well as reciprocating engine installations.

There is also included a proposed change to § 4b.604 which is intended to specify the required instruments for turbine powerplants. No change is proposed with respect to the instruments for reciprocating engines. It should be noted that the proposal for a thrust indicator for turbo-jets is considered to entail the best means for measuring thrust. At the present time, a pressure ratio indicator is considered to be acceptable within the meaning of a thrust indicator. In addition, the proposal for a reverse thrust indicator for turbo-propellers specifies early indication instead of either early or late as implied in the currently effective provisions for reciprocating engines. In view of the characteristic operation of the turbo-propeller in the ground fine and reverse pitch ranges, it is considered that an early indication would provide the most useful information to the pilots.

There is proposed in new § 4b.408 a provision which would require the incorporation of the principle of fail safe design in propeller-drag limiting systems on turbo-propeller installations, such as negative torque control systems and other back-up systems. It is not intended by this proposal to require consideration of more than one component failure in any of the systems at a time, either during normal or emergency operation. This proposal is intended to cover all components whether or not integral with the engine.

It is being proposed to extend the currently effective provisions governing intermittent maximum icing conditions so as to cover those conditions which might be more critical insofar as the turbine engine induction system is concerned. In this regard, the data are being extended in accordance with NACA Technical Note 2738 and involve a revision of Figure 4b–25a to cover drop diameters as low as 15 microns and a revision to Figure 4b–25c to cover distances down to 0.3 miles. The icing conditions prescribed in the currently effective regulations are applicable in the main to the airframe. The changes proposed in § 4b.461 would subject the turbine powerplant to the same icing conditions and require that the induction system be protected against serious engine power loss effects. A similar requirement is proposed in Part 13 with respect to certification of turbine engines.

Additional proposed changes to the powerplant provisions include consideration of turbine engine torque effects from sudden engine stoppage with respect to the engine mount structural integrity (see § 4b.216 (a) (4)), of crash protection for fuselage fuel tanks (see § 4b.420 (f)), and of safety criteria for fuel dumping systems (see § 4b.437 (f)). It is considered that the storage of fuel in the fuselage section of the wing will pose additional fire hazards during a crash landing and, therefore, in order to minimize these hazards, it is proposed that fuselage fuel tanks withstand without leakage the inertia forces prescribed in the currently effective regulations for a crash landing. It is not intended by this proposal to limit design of such fuel tanks in any particular manner.

With respect to § 4b.236 there is proposed more specific requirements to account for the unsymmetrical loads on multiple-wheel landing gears. A change is proposed to § 4b.335 (c) to permit greater flexibility in determining the maximum required energy capacity for wheel brakes.

With respect to pressurization equipment and supply, it is proposed to change § 4b.374 to require on airplanes intended for operation over 25,000 feet to maintain under normal conditions a pressure altitude of no more than 8,000 feet and to maintain a pressure altitude of no more than 15,000 feet in the event of failure of any one pressurization system component. In addition, the oxygen equipment and supply requirements of § 4b.651 are being revised to make them more realistically applicable to airplanes which are intended to operate above 25,000 feet. It is proposed to retain the currently effective requirements for altitudes of 25,000 feet and less on the basis of experience with currently operated airplanes.

In addition, there are other less substantive changes being proposed with respect to personnel accommodations, the emergency provisions, auto pilot systems, etc.

Further, there are included other changes which are either relatively minor, clarifying, or of an editorial nature.

There were several proposals discussed at this year's Annual Airworthiness Meetings, which could not be resolved because they require further study. These include proposals with respect to design air speeds and air speed limitations, cycling load tests for the fuselage section, turbine engine cooling, speed control devices, bird impact strength of windshield, and forward projecting recognition light. Also, there were several other proposals on which no regulatory action is taken because the problems raised in connection with these proposals are considered to be adequately covered by the currently effective regulations. These were on the subjects of seat protection provisions for flight attendants, dynamic effects in consideration of fail safe strength, and presentation of altitude information.

There are two additional subjects of considerable importance, involving cockpit vision and instrument flight panel arrangement on which no proposals are being included herein. The subject of cockpit vision was discussed at the recent meeting from the viewpoint of incorporating more specific requirements in the regulations. Although it was generally agreed that cockpit vision should conform with the latest specifications, there was considerable question as to the advisability of incorporating detailed specifications in the regulations at this time. It is believed advisable to obtain experience in applying the latest industry specification before affecting any regulatory changes. The Administrator of Civil Aeronautics has indicated his intent to publish shortly manual material setting forth detailed specifications on cockpit vision. The Bureau will follow closely the development of this material and its application with the view of considering specific regulatory action as might be indicated.

On the subject of flight instrument panel arrangement, the Bureau believes that the supporting data presented by the Air Line Pilots Association on its proposal at the meeting as well as the viewpoints expressed by other interested parties indicate that there might be sufficient reasons for questioning the validity of the currently effective instrument panel arrangement insofar as integrated flight systems are concerned. In addition, this proposal has apparently created sufficient uncertainty among some operators who, as a result, have decided to postpone plans for conversion of the instrument panel arrangement on currently operated airplanes in conformity with the currently effective regulations. In view of the foregoing, this office has undertaken outside the scope of the Annual Airworthiness Review a special study with the aim of effecting an early resolution of this problem. Early resolution is deemed necessary in order to assure that appropriate regulations will be applicable to the certification of current designs of turbine-powered airplanes and to dispel the uncertainty which now exists. In view of the fact that certification of some turbine-powered airplanes is anticipated by March 1957, we consider that the questions raised by the recent meeting must be sufficiently resolved to permit the Board to take any needed regulatory action by February. Consequently, this office will be obliged to complete its study by not later than the end of this year so that, in the event regulatory action is found advisable, the normal rule-making procedures can be effected. It is realized that this schedule will entail considerable effort on the part of all interested parties. In order to expedite coordination of views on this matter between the users of civil and military airplanes, this office has referred the matter to both the SAE S-7 Committee and the military ASSP Committee. In view of the foregoing, it is requested that interested parties submit such comment and data as might help in the study of this matter, by no later than the comment deadline date of this draft release.

In view of the foregoing, notice is hereby given that it is proposed to recommend to the Board that Part 4b of the Civil Air Regulations be amended:

1. By amending the introductory statement of § 4b.1 (b) (1) by inserting between the words "atmosphere" and "defined" the following: "(See NACA Technical Note 3182.)"

2. By amending § 4b.1 (b) (1) (iv) by deleting the expression "−67° F." and inserting in lieu thereof the expression "−69.7° F."

3. By amending § 4b.1 (b) (1) (v) by deleting the numerals "0.002378" and inserting in lieu thereof the numerals, "0.002377."

4. By amending § 4b.1 (f) by changing the title of this paragraph, by amending subparagraphs (2) and (3), by redesignating subparagraphs (4) through (8) as subparagraphs (7) through (11), respectively, and by adding new subparagraphs (4) through (6), to read as follows:

§ 4b.1 *Definitions.* * * *

(f) *Powerplant installation.* * * *

(2) *Take-off power or thrust.* (i) Take-off power for reciprocating engines is the brake horsepower developed under standard sea level conditions, under the maximum conditions of crankshaft rotational speed and engine manifold pressure approved for use in the normal take-off, and limited in use to a maximum continuous period as indicated in the approved engine specification.

(ii) Take-off power for turbine engines is the brake horsepower developed under standard sea level static conditions, under the maximum conditions of rotor shaft rotational speed and gas temperature approved for use in the normal take-off, and limited in use to a maximum continuous period as indicated in the approved engine specification.

(iii) Take-off thrust for turbine engines is the jet thrust developed under standard sea level static conditions, under the maximum conditions of rotor shaft rotational speed and gas temperature approved for use in the normal take-off, and limited in use to a maximum continuous period as indicated in the approved engine specification.

(3) *Maximum contiuous power or thrust.* (i) Maximum continuous power for reciprocating engines is the brake horsepower developed in standard atmosphere at a specified altitude under the maximum conditions of crankshaft rotational speed and engine manifold pressure approved for use during periods of unrestricted duration.

(ii) Maximum continuous power for turbine engines is the brake horsepower developed under standard sea level static conditions, under the maximum conditions of rotor shaft rotational speed and gas temperature approved for use during periods of unrestricted duration.

(iii) Maximum continuous thrust for turbine engines is the jet thrust developed under standard sea level static conditions, under the maximum conditions of rotor shaft rotational speed and gas temperature approved for use during periods of unrestricted duration.

(4) *Equivalent horsepower.* Equivalent horsepower for turbine engines is the quotient of the net jet thrust in pounds developed under static conditions divided by 2.5.

(5) *Equivalent shaft horsepower.* Equivalent shaft horsepower for turbine engines is the sum of the brake horsepower and the equivalent horsepower.

(6) *Gas temperature.* Gas temperature for turbine engines is the temperature of the gas stream obtained as indicated in the approved engine specification.

5. By amending § 4b.210 by deleting the first sentence in the introductory paragraph and inserting in lieu thereof the following: "Flight load requirements shall be complied with at critical altitudes within the range selected by the applicant at all weights from the design minimum weight to the maximum weight appropriate to each particular flight condition, with any practicable distribution of disposable load within prescribed operating limitations stated in the Airplane Flight Manual. (See § 4b.740.)"

6. By amending § 4b.212 (b) by deleting the words "the supplementary" and inserting in lieu thereof the words "speeds up to the".

7. By amending § 4b.216 (a) by adding a new subparagraph (4) to read as follows:

§ 4b.216 *Supplementary flight conditions.* * * *

(a) *Engine torque effects.* * * *

(4) For turbine engine installations, the limit torque load imposed by sudden engine stoppage due to malfunction or structural failure (e. g., compressor jam-up) shall be considered in the design of the engine mounts and supporting structure.

8. By amending § 4b.216 (d) by deleting the word "tail" and inserting in lieu thereof the word "airplane."

9. By amending Figure 4b–11 by deleting the expression "$V_M=0.25(n-0.67)W$" and inserting in lieu thereof the following "V_M=one-half the maximum vertical ground reaction obtained at each main gear in the level landing conditions."

10. By amending the introductory paragraph of § 4b.235 by adding at the end thereof the following sentence, "In the conditions of paragraph (b) (1) and (2), it shall be acceptable to use a drag reaction lower than prescribed therein if it is substantiated that an effective drag force of 0.8 times the vertical reaction cannot be attained under any likely loading condition."

11. By amending § 4b.236 to read as follows:

§ 4b.236 *Unsymmetrical loads on multiple-wheel units*—(a) *General.* Multiple-wheel landing gear units shall be assumed to be subjected to the limit loads prescribed in this subpart in accordance with the provisions of paragraphs (b) and (c) of this section.

(b) *Inflated tire.* The distribution of the limit loads among the wheels of the landing gears shall be established for all landing, taxiing, and ground handling conditions, taking into account the effects of the factors enumerated in subparagraphs (1) through (6) of this paragraph.

(1) Number of wheels and their physical arrangement. In the case of truck type landing gear units, the effects of any see-saw motion of the truck during the landing impact shall be considered in determining the maximum design loads for the fore and aft wheel pairs.

(2) Differentials in tire-diameters resulting from a combination of manufacturing tolerances, tire growth, and tire wear. It shall be acceptable to assume a maximum tire-diameter differential equal to ⅔ of the worst combination of diameter variations which is obtained when taking into account manufacturing tolerances, tire growth, and tire wear.

(3) A runway crown of zero and a runway crown having a convex upward shape which may be approximated by a slope of 1½ percent with the horizontal. Runway crown effects shall be considered with the nose gear unit on either slope of the crown.

(4) Airplane attitude.

(5) Unequal tire inflation pressure, assuming the maximum variation to be ±5 percent of the nominal tire inflation pressure.

(6) Structural deflections.

(c) *Deflated tire.* The effects shall be investigated of the deflation of any one tire on multiple wheel landing gear units and, in addition, the deflation of any two critical tires on landing gear units employing more than four wheels per unit. The ground reactions shall be applied to the wheels with inflated tires in accordance with the provisions of subparagraphs (1) through (3) of this paragraph and shall be distributed among the wheels of the landing gears taking into account the factors of paragraph (b) of this section except as otherwise prescribed.

(1) *Landing conditions.* For one deflated tire and for two deflated tires, the applied load to each gear unit shall be assumed to be 60 percent and 50 percent, respectively, of the limit load applied to each gear for each of the prescribed landing conditions, except that for the drift landing condition of § 4b.234 the full vertical load shall be applied.

(2) *Taxiing and ground handling.* For one deflated tire and for two deflated tires, the applied side and/or drag loads at the center of gravity shall be the most critical value up to 50 percent and 40 percent, respectively, of the limit side and/or drag loads resulting from the most severe condition prescribed for the taxiing and ground handling conditions, except that for the braked roll conditions

of § 4b.235 (b) (1) and (2) (ii), the drag loads on each inflated tire shall not be less than that resulting from the symmetrical load distribution with no deflated tires. Pivoting need not be considered.

(3) *Towing condition.* The towing conditions shall be as prescribed in § 4b.235 (b), except that for one deflated tire and for two deflated tires, the towing load, FTOW, shall be 60 percent and 50 percent, respectively, of the load prescribed.

NOTE: In determining the total load on a gear unit with respect to the provisions of paragraphs (b) and (c) of this section, the transverse shift in the load centroid, due to unsymmetrical load distribution on the wheels, is normally neglected.

12. By amending § 4b.270 (b) (1) by inserting between the words "ultimate" and "load" the word "maneuver".

13. By amending § 4b.320 by adding at the end thereof the following sentence, "An adjustable stabilizer shall incorporate means to permit, after the occurrence of any reasonably possible single failure of the actuating system, such adjustment as would be necessary for continued safety of the flight.

14. By amending § 4b.335 (c) by deleting the statement just before the formula and inserting in lieu thereof the following: "The maximum brake kinetic energy capacity rating of each main wheel-brake assembly shall not be less than the kinetic energy absorption requirement determined in accordance with this paragraph. The brake kinetic energy absorption requirements shall be based on a rational analysis of the sequence of events which are expected to occur during operational landings at maximum landing weight. This analysis shall include conservative values of airplane speed at which the brakes are applied, braking coefficient of friction between tires and runway, aerodynamic drag, propeller drag or powerplant forward thrust, and if more critical, the most adverse single engine or propeller malfunction. In lieu of a rational analysis it shall be acceptable to establish the kinetic absorption requirements for each main wheel brake assembly by the following formula:"

15. By amending § 4b.337 by adding a new paragraph (d) to read as follows:

§ 4b.337 *Brakes.* * * *

(d) *Anti-skid systems.* If an anti-skid system is used, the anti-skid device shall be of an approved type. The anti-skid system shall be such that no single probable malfunction will result in a hazardous loss of braking ability or directional control of the airplane.

16. By amending § 4b.352 (b) by adding a new sentence at the end thereof to read as follows: "Protective means shall be incorporated to minimize the danger to crew members from windshield fragments."

17. By amending § 4b.353 (e) (2) to read as follows:

§ 4b.353 *Controls.* * * *

(e) * * *

(2) The landing gear control shall be located forward of the throttles and shall be operable by each of the pilots when seated with seat belts fastened.

18. By amending § 4b.356 (e) by inserting after the words "external doors" the words, "for which the initial opening movement is outward; * * *"

19. By amending § 4b.358 (b) by adding a new subparagraph (5) to read as follows:

§ 4b.358 *Seats, berths, and safety belts.* * * *

(b) *Arrangement.* * * *

(5) Seats of all crew members at flight deck stations shall incorporate provisions for the use of a shoulder harness and the seats with such provisions shall comply with the strength requirements of paragraph (c) of this section.

20. By amending § 4b.362 (e) (5) by inserting after the words "emergency exits" the words, "for which the initial opening movement is outward * * *"

21. By amending § 4b.362 (f) (2) by adding the following to the first sentence, "* * * and to illuminate an area below and outside the emergency exits to facilitate emergency evacuation."

22. By amending § 4b.371 (c) by adding a new sentence at the end thereof to read as follows: "If accumulation of hazardous quantities of smoke in the cockpit area is reasonably possible, smoke evacuation shall be readily accomplished without depressurizing beyond safe limits. (See § 4b.374 (b).)"

23. By amending § 4b.374 to read as follows:

§ 4b.374 *Pressure equipment and supply.* (See § 4b.477 (c).)

(a) Occupied cabins or compartments of airplanes certificated for operation at altitudes over 25,000 feet shall be equipped to provide a maximum cabin pressure altitude of 8,000 feet at the maximum operating altitude of the airplane under normal operating conditions.

(b) Airplanes certificated for operation at altitudes over 25,000 feet shall be capable of maintaining a cabin pressure altitude of not more than 15,000 feet following the failure of any one pressurization system component.

24. By amending § 4b.401 by adding new paragraphs (d) and (e) to read as follows:

§ 4b.401 *Engines.* * * *

(d) *Rotor blade protection.* Turbine powerplant installations shall include a means of protection such that the occurrence of rotor blade failure in any engine will not affect the operation of remaining engines nor jeopardize the continued safe operation of the airplane, unless the engine type certificate specifies that the engine rotor cases have been substantiated as capable of containing the damage resulting from rotor blade failure.

(e) *Engine turbine rotor.* Unless there exists reliable assurance that turbine rotors will not fail, design precautions shall be taken to safeguard the safety of the airplans from the effect of engine turbine rotor failures.

25. By adding a new § 4b.408 to read as follows:

§ 4b.408 *Turbo-propeller-drag limiting systems.* For turbo-propeller powered airplanes, propeller-drag limiting systems shall be such that no single failure or malfunction of any of the systems during normal or emergency operation will result in exceeding the propeller drag used for the airplane design in compliance with § 4b.216 (d). Failure of structural elements of the drag limiting systems need not be considered if occurrence of such failure is expected to be extremely remote. (See also § 4b.310.)

26. By amending § 4b.420 by adding new paragraphs (f) and (g) to read as follows:

§ 4b.420 *General.* * * *

(f) Fuel tanks located within the fuselage contour shall be capable of resisting rupture and retaining the fuel under the inertia forces prescribed for the emergency landing conditions in § 4b.260. In addition, these tanks shall be located in a protected position so that exposure of the tanks to scraping action with the ground will be unlikely.

(g) *Augmentation liquid quantity.* The augmentation liquid tank capacity available for the use of each engine shall be sufficient to permit operation of the airplane throughout the critical combination of flight segments, for which augmentation liquid is required to obtain compliance with the performance rules. The computation of liquid consumption shall be based on the maximum approved rate appropriate for the desired engine output and shall include the effect of temperature on engine performance as well as any other factors that might cause a variation in the amount of liquid required.

27. By amending the introductory paragraph of § 4b.435 to read as follows:

§ 4b.435 *Fuel strainer.* A fuel strainer shall be provided between the fuel tank outlet and the fuel metering device of the engine. The screen mesh of the fuel strainer shall not be less than that established by the engine manufacturer as necessary for engine fuel system protection. In addition, the following provisions of this section shall be complied with:

28. By amending § 4b.437 by adding a new paragraph (f) to read as follows:

§ 4b.437 *Fuel jettisoning system.* * * *

(f) The design of the fuel jettisoning system shall be such that any single malfunction in the system will not result in a hazardous condition due to unsymmetrical jettisoning or inability to jettison fuel.

29. By amending § 4b.440 (b) by deleting from the first sentence the word "of" following the word "rate" and inserting in lieu thereof the words "established by the engine manufacturer for" and by inserting in the second sentence after the word "range" the words "for reciprocating engines."

30. By amending § 4b.440 (c) by inserting after the word "provided" the words "for reciprocating engines."

31. By amending § 4b.460 by adding a new paragraph (g) to read as follows:

§ 4b.460 *General.* * * *

(g) For turbine engines, the air inlet ducts shall be so located or protected as to minimize the ingestion of foreign matter during take-off, landing, or taxiing.

32. By amending § 4b.461 by adding a new paragraph (c) to read as follows:

§ 4b.461 *Induction system de-icing and anti-icing provisions.* * * *

(c) Turbine-powered airplanes shall be capable of operation over the flight power range without accumulation of ice in the air induction system such as to adversely affect engine operation or cause a serious loss of power and/or thrust, in the continuous maximum and intermittent maximum icing conditions as defined in § 4b.1 (b) (7) and (8).

33. By amending § 4b.474 by deleting paragraph (c).

34. By adding a new § 4b.474a to read as follows:

§ 4b.474a *Reverse thrust controls.* (a) Propeller reverse thrust controls shall incorporate a means to prevent their inadvertent movement to a reverse thrust position. The means provided shall incorporate a positive lock or stop at the flight idle position and shall require a separate and distinct operation by the crew in order to displace the control from the flight regime.

(b) Turbojet reverse thrust controls shall incorporate a means to prevent their inadvertent movement to a reverse thrust position. The means provided shall incorporate a positive lock or stop at the flight idle position and shall require a separate and distinct operation by the crew in order to displace the control from the forward thrust regime.

35. By amending § 4b.480 (a) by adding a new subparagraph (7) to read as follows:

§ 4b.480 *Designated fire zones.* * * *

(a) * * *

(7) Combustor, turbine, and tail pipe sections of turbine engine installations, except that the fire extinguisher system specified in § 4b.484 need not be provided for such sections if it is demonstrated that any fire occurring therein can be otherwise controlled.

36. By amending the introductory paragraph of § 4b.483 to read as follows:

§ 4b.483 *Lines and fittings.* All lines and fittings carrying flammable fluids or gases in designated fire zones shall comply with the provisions of paragraphs (a) through (c) of this section.

37. By amending § 4b.484 (a) (1) by deleting the section reference "§ 4b.12" and inserting in lieu thereof the reference, "§ 4b.11".

38. By amending the introductory paragraph of § 4b.485 by inserting after the words "Quick-acting fire" the words "or overheat".

39. By amending § 4b.604 to read as follows:

§ 4b.604 *Powerplant instruments.* (See § 4b.613 for installation requirements.)

(a) Carburetor air temperature indicator for each reciprocating engine.

(b) Cylinder head temperature indicator for each air-cooled reciprocating engine.

(c) Gas temperature indicator for each turbine engine.

(d) Manifold pressure indicator for each reciprocating engine.

(e) Fuel pressure indicator for each reciprocating engine to indicate the pressure under which the fuel is being supplied.

(f) Fuel pressure warning means for each engine or a master warning means for all engines with provision for isolating the individual warning means from the master warning means.

(g) Fuel flowmeter indicator for each turbine engine. For reciprocating type engines, a fuel flowmeter or fuel mixture indicator for each engine not equipped with an automatic altitude mixture control.

(h) Fuel quantity indicator for each fuel tank.

(i) Augmentation liquid quantity indicator for each tank which is appropriate to the manner in which the liquid is to be used in operations.

(j) Oil quantity indicator for each oil tank. (See § 4b.613 (d).)

(k) Oil pressure indicator for each independent pressure oil system of each engine.

(l) Oil pressure warning means for each engine or a master warning means for all engines with provision for isolating the individual warning means from the master warning means.

(m) Oil temperature indication for each engine.

(n) Tachometer for each reciprocating engine.

(o) Tachometer for each turbine engine to indicate the speed of the rotors for which limiting speeds have been established.

(p) Fire-warning indicators. (See § 4b.485.)

(q) Bleed valve position indicating means for each turbine engine.

(r) Thrust indicator for each turbojet engine.

(s) A device for each turbine-propeller engine capable of indicating to the flight crew during flight any change in the power output. Such a device shall also be required on each reciprocating engine if the engine is equipped with an automatic propeller feathering system, the operation of which is initiated by a power output measuring system, or if the total engine cylinder displacement is 2,000 cubic inches or more.

(t) Position indicating means for each propeller on a turbine engine to indicate to the flight crew when the propeller blade angle is below the flight low pitch position (see § 4b.613). For reciprocating engines, a means for each reversing propeller to indicate to the pilot when the propeller is in reverse pitch.

(u) Position indicating means for each turbine engine utilizing a thrust reversing device to indicate to the flight crew when the device is not in the flight position. (See § 4b.613.)

40. By amending §4b.605 by deleting paragraph (c).

41. By amending § 4b.612 (d) by amending subparagraphs (1) and (3) and by adding a new subparagraph (5) to read as follows:

§ 4b.612 *Flight and navigational instruments.* * * *

(d) *Automatic pilot system.* * * *

(1) The system shall be so designed that the automatic pilot can be quickly and positively disengaged by the human pilots to prevent it from interfering with their control of the airplane.

* * * * *

(3) The manually operated control(s) for the system's normal operation shall be readily accessible to the pilots. The quick release (emergency) controls shall be installed on both the pilots' control wheels, on the side of the wheel opposite from the throttles. Attitude controls shall operate in the plane and sense of motion of cockpit controls as specified by § 4b.353 (b) and Figure 4b-16. The direction of motion shall be plainly indicated on or adjacent to each control.

* * * * *

(5) When the automatic pilot integrates signals from auxiliary controls or furnishes signals for operation of other equipment, positive interlocks and sequencing of engagement shall be provided to preclude improper operation. Protection against adverse interaction of integrated components resulting from a malfunction shall be provided.

42. By amending § 4b.613 by adding new paragraphs (e) and (f) to read as follows:

§ 4b.613 *Powerplant instruments.* * * *

(e) *Turbine-propeller blade position indicating means.* The indicating means required for turbine propellers by § 4b.604 (t) shall initiate indication before the propeller blade has moved more than eight degrees below the flight low pitch stop. The source of the indication shall sense blade position directly.

(f) Thrust reversing device position indicating means required by § 4b.604 (u) shall respond to movement of the device in the direction of reverse thrust, as soon as possible after the device departs from the flight position. The source of the indication shall sense the position of the thrust reversing device directly.

43. By amending § 4b.622 (c) to read as follows:

§ 4b.622 *Generating system.* * * *

(c) Means accessible in flight to appropriate crew members shall be provided for the independent disconnection of each electrical power source from the system. Controls for this purpose shall be grouped to permit expeditious disconnection of electrical power sources.

44. By amending § 4b.631 by adding a new paragraph (e) to read as follows:

§ 4b.631 *Landing lights.* * * *

(e) A means shall be provided to indicate to the pilots when the landing lights are extended.

45. By amending § 4b.640 by deleting from the note the following clause, "including engine inlet duct lips and surfaces".

46. By amending Figure 4b-25a by extending the five curves corresponding with the temperatures indicated down to a drop diameter size of 15 microns by appropriate fairing of the curves through the following corresponding points:

Temperature:	*Liquid water content, grams/meter*^{3}
32° F	2.80
14° F	2.50
−4° F	1.85
−22° F	1.20
−40° F	.25

47. By amending Figure 4b-25c by extending the curve down to a .3 mile icing encounter such that the curve fairs with a value of the factor at .3 mile distance of 1.35.

48. By amending § 4b.645 by adding a new paragraph (e) to read as follows:

§ 4b.645 *Ditching equipment.* * * *

(e) *Life line.* Provisions shall be made for the storage of a life line, one attached to each side of the fuselage and arranged so that they can be used to enable occupants to stay on the wing after a ditching.

49. By amending § 4b.646 (b) by deleting the second sentence and inserting in lieu thereof the following: "Internally stowed rafts shall be located as near as practicable to the ditching exits specified in § 4b.362 (d)."

50. By amending § 4b.651 (a) by adding a new sentence at the end thereof to read as follows: "Aircraft certificated for operation at altitudes over 25,000 feet shall be provided with oxygen dispensing equipment for each occupant, arranged so that the mask and oxygen are immediately available in the event of uncontrolled cabin pressure loss, unless it is demonstrated that the rate of cabin pressure reduction following any probable failure and the emergency descent rate of the airplane are such that this type of equipment will not be necessary for protection of the occupants."

51. By amending § 4b.651 (b) to read as follows:

§ 4b.651 *Oxygen equipment and supply.* * * *

(b) *Required minimum mass flow of supplemental oxygen.* (1) Where continuous flow equipment is used, the minimum mass flow of supplemental oxygen required per person shall be as shown in Figure 4b-21.

(2) At all cabin pressure altitudes up to 36,000 feet, demand equipment shall maintain a minimum oxygen tension in the inspired air of 122 mm/hg (5,000 feet equivalent altitude). Between 36,000 and 40,000 feet the equipment shall deliver 100 percent oxygen.

NOTE: The required mass flow of oxygen is normally calculated from flow characteristics supplied by the equipment manufacturer for a respiratory minute volume (dry gas) of 15 liters per person per minute at a body temperature of 37° C.

52. By amending § 4b.651 (d) to read as follows:

(d) *Equipment standards for dispensing units.* An individual dispensing unit shall be provided for each crew member and passenger for whom supplemental oxygen is required to be furnished. Dispensing units required for aircraft certificated for operation at altitudes above 25,000 feet shall cover the nose and mouth. Crew member on flight deck duty in airplanes certificated to operate above 25,000 feet shall be provided with demand equipment. All units for airplanes certificated to operate at altitudes of not more than 25,000 feet shall be designed to cover the nose, and at least 25 percent of the units required to be furnished shall, in addition, cover the mouth. Crew masks shall permit utilization of necessary communication equipment. (For crew masks to be used for protective breathing purposes see paragraph (h) of this section.)

53. By amending Figure 4b-21 by extending the straight line with the positive slope until it intersects the straight line with the negative slope, by amending Note 1 (c) to read "100 percent oxygen above 33,000 feet," and by deleting Note 2.

Proposed rules—Part 6:

There are contained herein proposed rules with respect to various miscellaneous issues which were possible of resolution within the framework of this year's Annual Airworthiness Review. None of these proposals was discussed at the recent Annual Airworthiness Meetings because in the light of the comments received in connection with the proposed agenda, Draft Release No. 56-9, these were considered possible of resolution without the need of further discussion at the meeting.

The currently effective provisions governing the loading conditions for landing gears are applicable in the main to conventional type gears, two wheels aft and one wheel forward. With the development of gears with two wheels forward and one wheel aft it is considered advisable to incorporate in the regulations appropriate provisions for these gears. Accordingly, such provisions are proposed in new § 6.246.

In addition, the currently effective regulations do not contain any specific design loading conditions for rotorcraft equipped with skid type landing gear. Such specific provisions are proposed in new § 6.247.

Moreover, there are proposed several changes of a minor nature.

In view of the foregoing, notice is hereby given that it is proposed to recommend to the Board that Part 6 of the Civil Air Regulations be amended:

1. By amending the note under § 6.237 (a) by inserting after the definition "$W = W_N$ * * *" the following new definition:

$W = W_T$ for tail-wheel units (pounds), (1) equal to the static weight on the tail-wheel with the rotorcraft resting on all wheels; (2) equal to the vertical component of the ground reaction which would occur at the tail-wheel assuming the mass of the rotorcraft acting at the center of gravity and exerting a force of 1*g* downward with the rotorcraft in the maximum nose-up attitude considered in the nose-up landing conditions. (See § 6.246 (c).)

2. By adding a new § 6.246 to read as follows:

§ 6.246 *Tail-wheel type landing gear ground loading conditions.* The structure of a rotorcraft equipped with landing gears arranged such that two wheels are located forward and one wheel is located aft of the center of gravity, shall be assumed to be subjected to the loading conditions in accordance with paragraphs (a) through (h) of this section:

(a) *Level landing on forward gear only.* The rotorcraft shall be assumed to be in the level landing attitude with only the forward wheels contacting the ground.

(1) Vertical loads shall be applied in accordance with the provisions of § 6.230.

(2) The vertical loads specified in subparagraph (1) of this paragraph shall be combined with a drag load at each wheel axle not less than 25 percent of the respective vertical load.

(3) In the conditions of subparagraphs (1) and (2) of this paragraph, unbalanced pitching moments shall be assumed resisted by angular inertia forces.

(b) *Level landing—all wheels contacting simultaneously.* The rotorcraft shall be assumed to be in the landing attitude with all wheels contacting the ground simultaneously.

(1) Vertical loads shall be applied in accordance with the provisions of § 6.230.

(2) The vertical loads specified in subparagraph (1) of this paragraph shall be combined with a drag load at each wheel axle not less than 25 percent of the respective vertical load.

(3) In the conditions of subparagraphs (1) and (2) of this paragraph, unbalanced pitching moments shall be assumed resisted by angular inertia forces.

(3) *Nose-up landing condition.* The rotorcraft shall be assumed to contact the ground on the rear wheel only at the maximum nose-up attitude to be expected under all operational landing conditions including landings in autorotation. The conditions of this paragraph need not be applied if it can be demonstrated that the probability of landing with initial contact on the rear wheel is extremely remote. In determining the applicable ground loads a rational method may be used to take into consideration the horizontal distance between the direction of the rear wheel ground reactions and the rotorcraft c. g.

(1) Vertical loads shall be applied in accordance with the provisions of § 6.230.

(2) The vertical loads specified in subparagraph (1) of this paragraph shall be combined with a drag load at the wheel axle not less than 25 percent of the vertical load.

(d) *One-wheel landing condition.* The rotorcraft shall be assumed in the level attitude to contact the ground on one of the wheels located forward of the c. g. The vertical load shall be the same as that obtained on the one side in the condition specified in paragraph (a) (1) of this section. Unbalanced inertia forces shall be assumed resisted by angular inertia forces.

(e) *Side load landing conditions.* The rotorcraft shall be assumed in the landing attitudes of paragraphs (a) and (b) of this section. Side loads in combination with one-half the maximum vertical ground reactions obtained in the landing conditions of paragraphs (a) (1) and (b) (1) of this section shall be applied at each wheel. The magnitude of the side loads on the forward wheels in each case shall be 0.8 of the vertical reaction (on one side) acting inward and 0.6 of the vertical reaction (on the other side) acting outward. The magnitude of the side load on the rear wheel shall be equal to 0.8 of the vertical reaction. These loads shall be applied at the ground contact point, unless the landing gear is of the full-swiveling type in which case the loads shall be applied at the center of the axle. When a lock, steering device, or shimmy damper is provided, the swiveled wheel shall also be assumed to be in the trailing position with the side load acting at the ground contact point.

(f) *Braked roll conditions.* The rotorcraft attitudes shall be assumed to be the same as those prescribed in paragraphs (a) and (b) of this section with the shock absorbers deflected to their static position The limit vertical load shall be based upon a load factor of 1.33. A drag load equal to the vertical load multiplied by a coefficient of friction of 0.8 shall be applied at the ground contact point of each wheel equipped with brakes, except that the drag load need not exceed the maximum value based on limiting brake torque.

(g) *Rear wheel turning condition.* The rotorcraft shall be assumed to be in the static ground attitude with the shock absorbers and tires deflected to their static position. A vertical ground reaction equal to the static load on the rear wheel in combination with a side component of equal magnitude shall be assumed. When a swivel is provided, the rear wheel shall be assumed to be swiveled 90 degrees to the rotorcraft longitudinal axis with the resultant load passing through the axle. When a lock, steering device, or shimmy damper is provided, the rear wheel shall also be assumed to be in the trailing position with the side load acting at the ground contact point.

(h) *Taxiing condition.* The rotorcraft and its landing gear shall be designed for loads which occur when the rotorcraft is taxied over the roughest ground which it is reasonable to expect in normal operation.

3. By adding a new § 6.247 to read as follows:

§ 6.247 *Skid gear ground loading conditions.* The structure of a rotorcraft equipped with skid type landing gear shall be assumed to be subjected to the loading conditions in accordance with paragraphs (a) through (d) of this section.

(a) The design weight, center of gravity and load factor shall be in accordance with the provisions of § 6.230. Structural yielding of the elastic spring member under the limit loading conditions shall be acceptable. The design ultimate loads considered for the elastic spring member need not exceed those obtained in a drop test of the skid gear from a drop height equal to 1.5 time that specified in § 6.237 (a).

(b) The ground loads resulting from the landing conditions specified in paragraph (c) of this section shall be applied to the skid gear in its most critically deflected position for the particular landing condition being considered and a rational distribution of the ground reactions along the skid tube bottom shall be made.

(c) The following landing conditions shall be considered:

(1) *Level landing—vertical reactions.* The rotorcraft shall be assumed to contact the ground along the bottom of both skids. Vertical ground reactions shall be applied in accordance with the provisions of paragraphs (a) and (b) of this section.

(2) *Level landing with drag.* The rotorcraft shall be assumed to contact the ground along the bottom of both skids with vertical ground reactions in combination with a horizontal drag reaction equal to 50 percent of the vertical reaction applied at the ground. The resultant ground load shall be equal to the vertical load specified in subparagraph (1) of this paragraph and shall be directed through the center of gravity of the rotorcraft.

(3) *Level landing with side load.* The rotorcraft shall be assumed to contact the ground along the bottom of both skids with vertical ground reactions in combination with a horizontal side reaction equal to 25 percent of the vertical reaction applied at the ground. The resultant ground load shall be equal to the vertical load specified in subparagraph (1) of this paragraph and shall be directed through the center of gravity of the rotorcraft. The total side load shall be applied along the length of one skid only. Both the inward and outward acting side loading conditions for the skid gear shall be investigated.

(4) *One-skid landing condition.* In the level attitude, the rotorcraft shall be assumed to contact the ground on one skid only. The vertical load shall be the same as that obtained on the one side in the condition specified in subparagraph (1) of this paragraph. The unbalanced external loads shall be assumed to be resisted by inertia of the rotorcraft.

(d) *Special conditions for the skid gear.* (1) A ground reaction load equal to 1.33 times the maximum weight of the rotorcraft acting up and aft at an angle of 45 degrees to the horizontal shall be assumed. The load shall be distributed symmetrically between the two skids and shall be assumed concentrated at the forward end of the straight portion of the skid tube. This loading condition shall apply only to the forward end of the skid tube and its attachment to the rotorcraft.

(2) A vertical ground reaction load equal to ½ the vertical load of § 6.247 (c) (1) shall be assumed with the rotorcraft in the level attitude. This load shall be applied to the skid tube and shall be assumed concentrated at a point midway between the skid tube attachments. This loading condition shall apply only to the skid tube and its attachment to the rotorcraft.

4. By amending § 6.383 (c) by adding at the end thereof the following: "In addition to the components provided for normal continuous control of air temperature, airflow and fuel flow, means independent of such components shall be provided for each heater to automatically shut off and hold off the ignition and fuel supply to the heater at a point remote from the heater when the heat exchanger temperature or ventilating air temperature exceeds safe limits or when either the combustion airflow or the ventilating airflow becomes inadequate for safe operation."

5. By amending § 6.425 (e) to read as follows:

§ 6.425 *Fuel system lines and fittings.* * * *

(e) Rotorcraft with suction lift fuel systems or other fuel system features conducive to vapor formation shall be demonstrated to be free from vapor lock when using fuel at a temperature of 110° F under critical operating conditions.

6. By amending § 6.441 (c) by adding at the end thereof a new sentence to read: "It shall not be possible inadvertently to fill the oil tank expansion space when the rotorcraft is in the normal ground attitude."

Proposed rules—Part 13:

There are contained herein proposed rules with respect to various miscellaneous issues which were possible of resolution within the framework of this year's Annual Airworthiness Review.

Differences in detail exist between the currently effective Civil Air Regulations and military specifications with respect to the endurance testing of turbine engines. These differences have caused difficulty in the approval of engines by civil authorities on behalf of the military and the approval for civil use of engines developed for the military. Accordingly, certain informal agreements have been reached between engine manufacturers and certain government agencies on the basis of which a proposal for the amendment of Part 13 was considered during the Annual Review.

The changes proposed herein to the currently effective endurance test provisions reflect in substance most of the changes involved in the informal agreements between industry and government agencies. This proposal differs from those agreements, however, in that it would not permit deducting the time in changing power settings from the endurance times specified for the various power and/or thrust conditions. Also, it would require consideration of the augmented take-off rating in connection with the tests specified in paragraphs (b), (e) and (g) of proposed § 13.254 contained herein.

In addition, it is proposed that a turbine engine be demonstrated to be capable of operation without serious power loss under icing conditions specified in Part 4b of the Civil Air Regulations. Concurrently, with this proposal, there are proposed changes in Part 4b to the intermittent maximum icing conditions to cover conditions more critical to engine operation.

Important substantive provisions are proposed in new §§ 13.116 and 13.216 relative to the structural integrity of turbine rotors under abnormal operating conditions and relative to the reliability and safety criteria of systems, devices, and instruments, which control or measure parameters affecting turbine rotor structural integrity. Because of the probable catastrophic effects of turbine rotor failure, all possible safeguards must be taken to preclude such failures. To this end, the proposed provisions are intended to require taking into account in the design of the turbine rotor, and its associated systems, all practicable safeguards.

There is also proposed a provision in §§ 13.104 and 13.204 which would require turbine engine rotor cases to be designed so as to contain damage resulting from rotor blade failure.

Several other changes of comparatively less substantive importance are also proposed.

In view of the foregoing, notice is hereby given that it is proposed to recommend to the Board that Part 13 of the Civil Air Regulations be amended:

1. My amending the introductory statement of § 13.1 (b) (1) by inserting between the words "atmosphere" and "defined" the following: "see NACA Technical Note 3182)."

2. By amending § 13.1 (b) (1) (iv) by deleting the expression "−67° F." and inserting in lieu thereof the expression "−69.7° F."

3. By amending § 13.1 (b) (1) (v) by deleting the numerals "0.002378" and inserting in lieu thereof the numerals "0.002377."

4. By amending § 13.1 (b) by amending subparagraphs (3) and (4), by redesignating subparagraphs (5) and (6) as (8) and (9), respectively, and by adding new subparagraphs (5) through (7) to read as follows:

§ 13.1 *Definitions.* * * *

(b) *General design.* * * *

(3) *Take-off power or thrust.* (i) Take-off power for reciprocating engines is the brake horsepower developed under standard sea level conditions, under the maximum conditions of crankshaft rotational speed and engine manifold pressure approved for use in the normal take-off, and limited in use to a maximum continuous period as indicated in the approved engine specification.

(ii) Take-off power for turbine engines is the brake horsepower developed under standard sea level static conditions, under the maximum conditions of rotor shaft rotational speed and gas temperature approved for use in the normal take-off, and limited in use to a maximum continuous period as indicated in the approved engine specification.

(iii) Take-off thrust for turbine engines is the jet thrust developed under standard sea level static conditions, under the maximum conditions of rotor shaft rotational speed and gas temperature approved for use in the normal take-off and limited in use to a maximum continuous period as indicated in the approved engine specification.

(4) *Maximum continuous power or thrust.* (i) Maximum continuous power for reciprocating engines is the brake horsepower developed in standard atmosphere at a specified altitude under the maximum conditions of crankshaft rotational speed and engine manifold pressure approved for use during periods of unrestricted duration.

(ii) Maximum continuous power for turbine engines is the brake horsepower developed under standard sea level static conditions, under the maximum conditions of rotor shaft rotational speed and gas temperature approved for use during periods of unrestricted duration.

(iii) Maximum continuous thrust for turbine engines is the jet thrust developed under standard sea level static conditions, under the maximum conditions of rotor shaft rotational speed and gas temperature approved for use during periods of unrestricted duration.

(5) *Equivalent horsepower.* Equivalent horsepower for turbine engines is the quotient of the net jet thrust in pounds developed under static conditions divided by 2.5.

(6) *Equivalent shaft horsepower.* Equivalent shaft horsepower for turbine engines is the sum of the brake horsepower and the equivalent horsepower.

(7) *Gas temperature.* Gas temperature for turbine engines is the temperature of the gas stream obtained as indicated in the approved engine specification.

5. By amending § 13.102 by designating the introductory paragraph as paragraph (a) and by adding a new paragraph (b) to read as follows:

§ 13.102 *Fire prevention.* * * *

(b) External lines and fittings which convey flammable fluids shall be at least fire resistant. The possibility of flammable fluid carrying lines deteriorating from heat, vibration, or fluid pressure so as to cause a fire hazard shall be minimized by appropriate design, shielding, or routing. The fire-resistant standards of § 4b.1 (g) (2) of this subchapter shall be applicable.

6. By amending § 13.104 by adding at the end thereof the sentence, "Compressor and turbine rotor cases shall be designed to provide for containment of damage from rotor blade failure."

7. By adding a new § 13.116 to read as follows:

§ 13.116 *Turbine rotors.* To minimize the probability of failure of turbine rotors, the provisions of paragraphs (a) and (b) of this section shall be complied with.

(a) Turbine rotors shall be demonstrated to provide sufficient strength to withstand damage inducing factors such as those which might result from abnormal rotor speeds, temperatures, or vibration.

(b) The design and functioning of engine control devices, systems, and instrumentation shall be such as to give reasonable assurance that those engine operating limitations which affect turbine rotor structural integrity will not be exceeded in service.

8. By redesignating §§ 13.156 and 13.157 as §§ 13.157 and 13.158, respectively, and by adding a new § 13.156 to read as follows:

§ 13.156 *Engine component tests.* (a) For those systems which cannot be adequately substantiated by endurance testing in accordance with the provisions of § 13.154, additional tests shall be conducted to establish that components are capable of functioning reliably in all normally anticipated flight and atmospheric conditions.

(b) Temperature limits shall be established for those components which require temperature controlling provisions in the aircraft installation to assure satisfactory functioning, reliability, and durability.

9. By amending § 13.202 by designating the introductory paragraph as paragraph (a) and by adding a new paragraph (b) to read as follows:

§ 13.202 *Fire prevention.* * * *

(b) External lines and fittings which convey flammable fluids shall be at least fire resistant. The possibility of flammable fluid carrying lines deteriorating from heat, vibration, or fluid pressure so as to cause a fire hazard shall be minimized by appropriate design, shielding, or routing. The fire-resistant standards of § 4b.1 (g) (2) of this subchapter shall be applicable.

10. By amending § 13.204 by adding at the end thereof the sentence, "Compressor and turbine rotor cases shall be designed to provide for containment of damage from rotor blade failure."

11. By amending § 13.210 by adding a new paragraph (c) to read as follows:

§ 13.210 *Fuel and induction system.* * * *

(c) The engine, with icing protection systems operating if provided, shall be capable of operation over the flight power range without accumulation of ice on the engine components such as to adversely affect engine operation or cause a serious loss of power and/or thrust, in continuous maximum and intermittent maximum icing conditions as defined in § 4b.1 (b) (7) and (8) of this subchapter.

12. By adding a new § 13.216 to read as follows:

§ 13.216 *Turbine rotors.* To minimize the probability of failure of turbine rotors, the provisions of paragraphs (a) and (b) of this section shall be complied with.

(a) Turbine rotors shall be demonstrated to provide sufficient strength to withstand damage inducing factors such as those which might result from abnormal speeds, temperatures, or vibration.

(b) The design and functioning of engine control devices, systems, and instrumentation shall be such as to give reasonable assurance that those engine operating limitations which affect turbine rotor structural integrity will not be exceeded in service.

13. By amending § 13.250 by deleting from the second sentence the words "chosen by the applicant" and inserting in lieu thereof the word "applicable".

14. By amending § 13.251 by deleting the note thereunder.

15. By amending § 13.254 to read as follows:

§ 13.254 *Endurance test.* The endurance test of an engine with a representative propeller (if applicable) shall include a total of 150 hours of operation, consisting of 25 periods of 6 hours each as specified in this section. The runs shall be performed in such order as is found appropriate by the Administrator for the specific engine. During the endurance test the engine power and/or thrust and the engine rotational speed shall be controlled within ± 3 percent of the specified values. Each period of the 150-hour endurance test shall be conducted as follows:

(a) *Take-off and idling.* One hour of alternate 5-minute periods shall be conducted at take-off power and/or thrust and at idling power and/or thrust. The developed powers and/or thrusts at take-off and idling conditions and their corresponding rotor speed and gas temperature conditions shall be as established by the power control(s) in accordance with the schedule established by the manufacturer. It shall be permissible to control manually during any one period the rotor speed and power and/or thrust while taking data to check performance. For engines with augmented take-off ratings which involve increases in turbine inlet temperature, rotor speed, or shaft power, this period of running at take-off shall be at the augmented rating. For engines with augmented take-off ratings which do not materially increase operating severity, the amount of running conducted at the augmented rating shall be established by the Administrator. In changing the power setting after each period, the power-control lever shall be moved in the manner prescribed in paragraph (e) of this section.

(b) *Maximum continuous and take-off.* For each of 15 periods, thirty minutes shall be conducted at maximum continuous power and/or thrust, and for each of 10 periods thirty minutes shall be conducted at take-off power and/or thrust.

(c) *Maximum continuous power and/or thrust.* One hour and 30 minutes shall be conducted at the maximum continuous power and/or thrust.

(d) *Incremental cruise power and/or thrust.* Two hours and 30 minutes shall be conducted at the successive power lever positions corresponding to at least 15 approximately equal speed and time increments between maximum continuous engine rotational speed and ground or minimum idle rotational speed. For engines operating at constant speed, the thrust and/or power may be varied in lieu of speed. In the event significant peak vibration exists anywhere between ground idle and maximum continuous conditions, the number of increments chosen may be altered to increase the amount of running conducted while being subjected to the peak vibrations up to an amount not to exceed 50 percent of the total time spent in incremental running. (See also § 13.251.)

(e) *Acceleration and deceleration runs.* Thirty minutes shall be conducted of accelerations and decelerations consisting of six cycles from idling power and/or thrust to take-off power and/or thrust and maintained at the take-off power lever position for 30 seconds and at the idling power lever position for approximately four and one-half minutes. In complying with the provisions of this paragraph, the power-control lever shall be moved from one extreme position to the other in not more than one second, except where different regimes of control operations are incorporated necessitating scheduling of the power-control lever motion in going from one extreme position to the other, a longer period of time shall be acceptable but in no case shall this time exceed 2 seconds.

(f) *Starts.* One hundred starts shall be made, of which 25 starts shall be preceded by at least a 2-hour engine shutdown. Ten starts shall be false engine starts pausing for the applicant's specified minimum fuel drainage time before attempting a normal start. Ten starts shall be normal restarts with not longer than 15 minutes since engine shutdown. It shall be acceptable to make the remaining starts after completion of the 150 hours of endurance testing.

(g) *Maximum temperatures.* The limiting maximum hot gas and, when practicable, oil inlet temperatures shall be substantiated by operation at these limits during all the take-off and maximum continuous running of the endurance test except where the test periods are of 5 minutes or shorter duration and do not always permit stabilization.

16. By redesignating §§ 13.256 and 13.257 as §§ 13.257 and 13.258, respectively, and by adding a new § 13.256 to read as follows:

§ 13.256 *Engine component tests.* (a) For those systems which cannot be adequately substantiated by endurance testing in accordance with the provisions of § 13.254, additional tests shall be conducted to establish that components are capable of functioning reliably in all normally anticipated flight and atmospheric conditions.

(b) Temperature limits shall be established for those components which require temperature controlling provisions in the aircraft installation to assure satisfactory functioning, reliability, and durability.

Rescission of Part 16:

During the past few years, industry has been engaged in the preparation of specifications for radio equipment. In view of the fact that such specification will be completed in the near future, it is proposed to rescind Part 16. This will permit treating the approval of all radio equipment under the TSO system which is similar to the procedure used in approving other miscellaneous aircraft equipment.

In view of the foregoing, it is proposed to rescind Part 16, effective January 1, 1958.

[F. R. Doc. 56-9669; Filed, Nov. 26, 1956; 8:50 a. m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 11]

[Docket No. 10946; FCC 56-1169]

INDUSTRIAL RADIO SERVICES

WITHDRAWAL OF NOTICE OF PROPOSED RULE MAKING AND TERMINATION OF PROCEEDING

1. By Notice of Proposed Rule Making of March 3, 1954 (released March 4, 1954—FCC 54-271), the Commission proposed to amend its rules governing the Low Power Industrial Radio Service (Subpart L of Part 11, Industrial Radio Services) to provide that transmitters operated as Base Stations shall not be used for communication with vehicles while such vehicles are on public streets or highways.

2. By virtue of its experience in administering the Low Power rules since the release of the above proposal, the Commission no longer has reason to anticipate that the interference situation originally sought to be forestalled has a likelihood of developing; the comments filed in this proceeding lend support to this conclusion. In view thereof, the Commission concludes that the proffered amendment is neither necessary nor appropriate at this time.

3. In accordance with the foregoing: *It is ordered*, This 20th day of November 1956, that the Notice of Proposed Rule Making (FCC 54-271) in the above-entitled proceeding is hereby withdrawn and that the said proceeding is hereby terminated.

Released: November 21, 1956.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 56-9660; Filed, Nov. 26, 1956; 8:49 a. m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Public Health Service

[42 CFR Part 73]

BIOLOGIC PRODUCTS

ADDITIONAL STANDARDS FOR POLIOMYELITIS VACCINE

Notice is hereby given of intention to amend the regulations adopted pursuant to section 351 of the Public Health Service Act, as amended (42 U. S. C. 262), such regulations comprising Part 73 of Title 42 of the Code of Federal Regulations.

The proposed amendments as set forth below relate to the additional standards for poliomyelitis vaccine (§§ 73.100 to 73.105, inclusive, 21 F. R. 4922) and in general will (1) make it no longer necessary to utilize part of the test for potency of the product as a supplemental test for its safety, and (2) clarify the required expiration date for the product.

Notice is also given that since these proposed amendments will relieve requirements presently in effect or will be essentially clarifying of such requirements, it is proposed that any such amendments as may be adopted will be made effective immediately upon their publication in the FEDERAL REGISTER.

Inquiries may be addressed, and data, views and arguments may be presented by interested parties, in writing, in triplicate, to the Surgeon General, Public Health Service, Washington 25, D. C. All relevant material received not later than twenty days after publication of this notice in the FEDERAL REGISTER will be considered.

1. Paragraph (e) of § 73.102 is hereby amended by repealing subparagraph (5) of such paragraph and by renumbering subparagraph (6) subparagraph (5).

2. Paragraph (a) of § 73.103 is hereby amended by repealing the last sentence of such paragraph.

3. Paragraph (e) of § 73.104 is hereby amended to read as follows:

(e) *Dating.* The expiration date shall be no more than six months after either the date of manufacture as defined in § 73.78 (a) or the date of issue from cold storage. Such date of issue shall not be more than six months after such date of manufacture, and the product prior to issue shall be kept constantly at a temperature not exceeding 10° C.

Proposed jointly by:

[SEAL] L. E. BURNEY,
Surgeon, General,
Public Health Service.

NOVEMBER 2, 1956.

S. B. HAYS,
Surgeon General of the Army.

NOVEMBER 7, 1956.

B. E. BRADLEY,
Acting Surgeon General of the Navy.

NOVEMBER 13, 1956.

Approved: November 21, 1956.

M. B. FOLSOM,
Secretary of Health, Education, and Welfare.

[F. R. Doc. 56-9655; Filed, Nov. 26, 1956; 8:48 a. m.]

NOTICES

DEPARTMENT OF DEFENSE

Department of the Army

OFFICE OF THE CHIEF OF ENGINEERS

ADVANCE APPROVAL OF LOCATION AND PLANS OF BRIDGES

(a) The General Bridge Act of 1946 (33 U. S. C. 525) requires that the location and plans of bridges over navigable waters of the United States shall be approved by the Chief of Engineers and the Secretary of the Army.

(b) In order to facilitate the planning of proposed bridges, the Secretary of the Army and the Chief of Engineers have given their advance approval of the location and plans of bridges over waterways or reaches of waterways navigable in law but not actually navigated other than by logs, log rafts, canoes, rowboats, and motorboats. In such cases, the clearances over high water provided by the bridge owner for the safety of the bridge will be deemed as meeting the reasonable needs of navigation.

(c) To implement this new procedure, highway and bridge interests are being informed by the Corps of Engineers of the provisions of the advance approval and are being invited to submit to the District Engineer in charge of the locality their views as to waterways or reaches of waterways which they consider as falling under the advance approval category. District Engineers will issue public notices listing the specific waterways which are under consideration to afford all interested parties an opportunity to be heard.

(d) In addition to waterways or reaches of waterways recommended by highway and bridge interests, District Engineers will consider designating other waterways which, in their opinion, fall in this category. Waterways or reaches of waterways to which the advance approval should apply will be designated by the District Engineers within six months after issuance of the public notice described above.

(e) Lists of the waterways or reaches of waterways so designated will be furnished affected parties by the District Engineer and thereafter no further approval of plans of bridges crossing these reaches will be required. The lists will be supplemented from time to time whenever necessary.

[SEAL] HERBERT M. JONES,
Major General, U. S. Army,
Acting The Adjutant General.

[F. R. Doc. 56-9647; Filed, Nov. 26, 1956; 8:46 a. m.]

Office of the Secretary

ASSISTANT SECRETARY OF DEFENSE (PROPERTIES AND INSTALLATIONS) AND THE MILITARY DEPARTMENTS

DELEGATION OF AUTHORITY WITH RESPECT TO DETERMINATION OF DEDUCTIONS TO TAXES ASSESSED ON WHERRY HOUSING PROJECTS

Pursuant to the authority vested in the Secretary of Defense by section 202 (f) of the National Security Act of 1947, as amended, and section 5 of the Reorganization Plan No. 6 of 1953, the authority conferred on the Secretary of Defense by section 511, Public Law 1020, 84th Congress (70 Stat. 1110) is hereby delegated as set forth below.

The Assistant Secretary of Defense (Properties and Installations) is hereby delegated the authority to:

1. Issue instructions for the guidance of the military departments in making determinations under section 511, Public Law 1020, 84th Congress, as to the amounts which may appropriately be deducted from the taxes or assessments on Wherry projects.

2. Enter into agreement with the head of any executive department or agency of the Federal Government for the furnishing of information regarding the amount of any payments or other contributions made to local taxing or other public agencies with respect to Wherry projects or for establishing procedures to facilitate implementation of section 511, Public Law 1020, 84th Congress.

3. Perform such functions under section 511, Public Law 1020, 84th Congress, as are not otherwise delegated to the Secretaries of the military departments.

The Secretary of each military department, or his delegate, is hereby designated to:

1. Determine the amounts which may appropriately be deducted under section 511, Public Law 1020, 84th Congress, from taxes or assessments on Wherry projects.

2. Assist the lessees of Wherry projects in furnishing information regarding appropriate deductions to local taxing authorities for the purpose of fixing the net amount of taxes to be paid on Wherry projects.

C. E. WILSON,
Secretary of Defense.

[F. R. Doc. 56-9637; Filed, Nov. 26, 1956; 8:45 a. m.]

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[P. & S. Docket Nos. 553, 554, 555]

NEW JERSEY COOP CO., INC., ET AL.

NOTICE OF PETITION FOR MODIFICATION OF RATE ORDER

Pursuant to the provisions of the Packers and Stockyards Act, 1921, as amended (7 U. S. C. 181 et seq.), an order was issued on December 26, 1951 (10 A. D. 1504) authorizing the respondents to assess to and including December 31, 1953, a charge of 90 cents per coop for the rental of coops to the live poultry industry. An order issued on December 1, 1953 (12 A. D. 1899), authorized the respondents to continue assessing such rental charge to and including December 31, 1955, and an order issued on December 1, 1955 (14 A. D. 1045), authorized the respondents to continue assessing the rental charge of 90 cents per coop to and including December 31, 1957.

On November 2, 1956, the respondents filed a petition requesting that the current rate order be modified to permit them to increase the rental charge for coops from 90 cents to 94 cents per coop. The respondents further requested that such proposed rate increase be made effective on January 1, 1957, and that it remain in effect until such time as it is deemed necessary to change the same.

The effect of such increase in the rate for coop rental, if authorized, would be to increase the revenue of the respondents. It appears, therefore, that public notice of the filing of the petition and its contents should be given in order that all interested persons may have an opportunity to indicate a desire to be heard in the matter.

All interested persons who desire to be heard in the matter shall notify the Hearing Clerk, United States Department of Agriculture, Washington 25, D. C., within 15 days after publication of this notice in the FEDERAL REGISTER.

Done at Washington, D. C., this 21st day of November 1956.

[SEAL] H. E. REED,
Director, Livestock Division,
Agricultural Marketing Service.

[F. R. Doc. 56-9674; Filed, Nov. 26, 1956; 8:50 a. m.]

DEPARTMENT OF COMMERCE

Federal Maritime Board

MEMBER LINES, TRANS-PACIFIC FREIGHT CONFERENCE OF JAPAN

NOTICE OF AGREEMENT FILED WITH THE BOARD FOR APPROVAL

Notice is hereby given that the following described agreement has been filed with the Board for approval pursuant to section 15 of the Shipping Act, 1916, 39 Stat. 733, 46 U. S. C. 814.

Agreement No. 150-7 between the member lines of the Trans-Pacific Freight Conference of Japan, modifies the basic conference agreement (No. 150) by providing for the establishment and maintenance of proportions or divisions of through rates on shipments moving under through bills of lading which originate at ports beyond the scope of the conference, transhipped at a port within the scope of the conference, and destined to a port within the scope thereof. Agreement No. 150, as amended, covers the trade from Japan, Korea and Okinawa to Hawaii and Pacific Coast Ports of the United States and Canada.

Interested parties may inspect this agreement and obtain copies thereof at the Regulation Office, Federal Maritime Board, Washington, D. C., and may submit, within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreement and their position as to approval, disapproval, or modification, together with request for hearing should such hearing be desired.

Dated: November 20, 1956.

By order of the Federal Maritime Board.

[SEAL] GEO. A. VIEHMANN,
Assistant Secretary.

[F. R. Doc. 56-9654; Filed, Nov. 26, 1956; 8:48 a. m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 11668, 11669; FCC 56M-1060]

LAWRENCE A. REILLY ET AL.

ORDER SCHEDULING HEARING

In re applications of Lawrence A. Reilly and James L. Spates, Groton, Connecticut, Docket No. 11668, File No. BP-10138; The Thames Broadcasting Corporation, Bridgehampton, New York, Docket No. 11669, File No. BP-10146; for construction permits.

The Hearing Examiner having under consideration the necessity of re-opening the record and setting a date for further hearing;

It appearing that the record in this proceeding was closed on September 10, 1956, but that on October 25, 1956, the Commission granted a motion to enlarge issues filed by The Thames Broadcasting Corporation, such motion having been pending at the time the record was closed; and

It further appearing that as a result of the additional issue stated in the Commission's order of October 25 further proceedings will be necessary;

It is ordered, This 19th day of November, that the record in this proceeding is reopened and that the further hearing will be held on November 26, 1956, at 2:30 p. m. in Washington, D. C.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 56-9661; Filed, Nov. 26, 1956; 8:49 a. m.]

[Docket Nos. 11673, 11674; FCC 56M-1068]

MISSISSIPPI BROADCASTING CO. (WCCG-TV) AND LAUREL TELEVISION CO., INC.

ORDER CONTINUING HEARING

In re applications of Mississippi Broadcasting Company (WCCG-TV), Pachuta, Mississippi, Docket No. 11673, File No. BMPCT-3213, for modification of construction permit; Laurel Television Company, Inc., Laurel Mississippi, Docket No. 11674, File No. BPCT-2031; for television construction permit (Channel 7).

On the oral request of counsel for the applicants, and without objection by counsel for the Broadcast Bureau: *It is ordered*, This 20th day of November 1956, that the hearing now scheduled for November 26, 1956, is further continued to Monday, January 14, 1957, at 10:00 a. m., in the offices of the Commission, Washington, D. C.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 56-9662; Filed, Nov. 26, 1956; 8:49 a. m.]

[Docket No. 11834]

SEACO, INC.

ORDER CHANGING PLACE AND CONTINUING DATE OF HEARING

In the matter of Seaco, Inc., Orlando, Florida, Docket No. 11834; order to show cause why the licenses for special industrial radio stations KIK 385 and KC 7607 should not be revoked, or, in the alternative, why a cease and desist order should not be issued against the licensee of said stations.

The Chief Hearing Examiner having under consideration the motion of the Commission's Safety and Special Radio Services Bureau, filed November 16, 1956, that hearing in the above-entitled proceeding, which was originally scheduled to be held in Washington, D. C., be removed to Orlando, Florida, and that the time of its commencement be postponed from December 10, 1956, to a date which will be specified in a subsequent order;

It appearing that there would result from holding the hearing in the city of Orlando, Florida, a substantial monetary saving to the Government, viz., Bureau counsel "expects to present testimony by a minimum of three witnesses and very likely by as many as seven or more witnesses, all of whom reside in Florida, mostly in the Orlando area";

It appearing further that a field hearing in this instance is appropriate and in accordance with Commission policy;

It appearing further that respondent consents to the granting of the motion and to a waiver of the provisions of § 1.745 of the rules to permit immediate consideration thereof;

It is ordered, This 20th day of November 1956, that hearing in the above entitled proceeding will be held in the city of Orlando, Florida, and that the commencement thereof is continued to a date which will be specified in an order to be published by the Hearing Examiner assigned to preside.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 56-9663; Filed, Nov. 26, 1956; 8:49 a. m.]

[Docket Nos. 11858, 11859; FCC 56M-1061]

KEN-SELL, INC., AND FLORIDA KEYS BROADCASTING CORP.

ORDER SCHEDULING HEARING

In re applications of Ken-Sell, Inc., Key West, Florida, Docket No. 11858, File No. BP-10242; Florida Keys Broadcasting Corporation, Key West, Florida, Docket No. 11859, File No. BP-10603; for construction permits.

It is ordered, This 19th day of November 1956, that Thomas H. Donahue will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on February 13, 1957, in Washington, D. C.

Released: November 20, 1956.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 56-9664; Filed, Nov. 26, 1956; 8:49 a. m.]

[Docket No. 11863; FCC 56M-1062]

RISDEN ALLEN LYON

ORDER SCHEDULING HEARING

In re application of Risden Allen Lyon, Hamlet, North Carolina, Docket No. 11863, File No. BP-10452; for construction permit.

It is ordered, This 19th day of November 1956, that Jay A. Kyle will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on February 13, 1957, in Washington, D. C.

Released: November 20, 1956.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 56-9665; Filed, Nov. 26, 1956; 8:49 a. m.]

[Docket Nos. 11864, 11865; FCC 56M-1063]

GULF ISLES BROADCASTING CO. AND SUNSHINE STATE BROADCASTING CO., INC.

SCHEDULED HEARING ORDER

In re applications of Cyril W. Reddoch and Ralph L. Hooks d/b as Gulf Isles Broadcasting Company, Palmetto, Florida, Docket No. 11864, File No. BP-10325; Sunshine State Broadcasting Company, Inc., Bradenton, Florida, Docket No. 11865, File No. BP-10645; for construction permits.

It is ordered, This 19th day of November 1956, that H. Gifford Irion will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on February 13, 1957, in Washington, D. C.

Released: November 20, 1956.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 56-9666; Filed, Nov. 26, 1956; 8:50 a. m.]

[Docket No. 11874]

CHARLES HENRY CONEY

ORDER DESIGNATING MATTER FOR HEARING ON STATED ISSUES

In the matter of Charles Henry Coney, Coney Dock, Beach Haven, New Jersey and 722 52d Street, Palm Beach, Florida, Docket No. 11874; suspension of restricted radiotelephone operator permit.

The Commission having under consideration the suspension of the Restricted Radiotelephone Operator Permit (No. RP-3-20075) issued to Charles Henry Coney; and

It appearing that acting in accordance with the provisions of section 303 (m) (2) of the Communications Act of 1934, as amended, the above-named party filed with the Commission within the time provided therefor an application requesting a hearing on the Commission's Order dated May 23, 1956, suspending for a period of two months his restricted radiotelephone operator permit; and

It further appearing that under the provisions of section 303 (m) (2) of the Communications Act of 1934, as amended, the said permittee is entitled to a hearing in this matter and that upon the filing of a timely written application therefor, the Commission's Order of suspension is held in abeyance until the conclusion of the proceeding in this matter.

It is ordered, This 15th day of November 1956 that the matter of the suspension of the Restricted Radiotelephone Operator Permit of Charles Henry Coney is hereby designated for hearing in Orlando, Florida, at a time and place to be specified by further order, upon the following issues:

1. To determine whether Charles Henry Coney violated § 8.358 (a) of the Commission's rules in that he transmitted or allowed to be transmitted on 2638 kc communications other than safety and operational communications after a warning notice was served on him for a previous violation of the same type while operating the radiotelephone station WA 4476 on board the vessel "Pompano."

2. In the light of the evidence adduced in the preceding issue to determine whether the terms of the original order of suspension should be made final, rescinded, or modified.

It is further ordered, That a copy of this order be transmitted by Registered Mail, Return Receipt Requested, to Charles Henry Coney and that he notify the Commission in writing within 10 days after the receipt of this order that he will appear in person or by counsel at said hearing.

Released: November 20, 1956.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 56-9667; Filed, Nov. 26, 1956; 8:50 a. m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

NOVEMBER 20, 1956.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 32917: *Cement from and to points in Alabama*. Filed by Central of Georgia Railway Company, for itself. Rates on cement and related articles, in carloads from Birmingham, Boyles and North Birmingham, Ala., to points in Alabama.

Grounds for relief: Circuitous route.

Tariff: Supplement 69 to Agent Spaninger's tariff I. C. C. 1447.

FSA No. 32918: *Soybeans from New Orleans, La., to Pensacola, Fla.* Filed by O. W. South, Jr., Agent, for interested rail carriers. Rates on soybeans, in bulk, in carloads from New Orleans, La., to Pensacola, Fla.

Grounds for relief: Circuitous route.

Tariff: Supplement 83 to Agent Spaninger's tariff I. C. C. 1353.

FSA No. 32919: *Cottonseed oil cake or meal from North Carolina to Virginia.* Filed by O. W. South, Jr., Agent, for interested rail carriers. Rates on cottonseed oil cake or meal, etc., in carloads from points in North Carolina to Norfolk, Newport News and Richmond, Va.

Grounds for relief: Rail carrier competition and circuitous route.

Tariffs: Supplement 112 to Agent Spaninger's tariff I. C. C. 1418; Supplement 6 to Agent Spaninger's tariff I. C. C. 1551.

FSA No. 32920: *Commodity rates from and to Supreme, S. C.* Filed by O. W. South, Jr., Agent, for interested rail carriers. Rates on various commodities (other than coal and coke) from and to Supreme, S. C.

Grounds for relief: Establishment of rates from and to a new station.

FSA No. 32921: *Express rates in the United States.* Filed by The Railway Express Agency, Inc., for itself and interested express companies. Rates on commodities moving on express rates from, to and between points in the United States.

Grounds for relief: Grouping and circuity.

Tariff: Railway Express Agency, Inc., tariffs listed in exhibit A to the application.

FSA No. 32923: *Phosphate rock from Florida to Paulsboro, N. J.* Filed by O. W. South, Jr., Agent, for interested rail carriers. Rates on phosphate rock, crude, carloads from mines in Florida to Paulsboro, N. J.

Grounds for relief: Rail-barge competition and circuity.

Tariff: Supplement 20 to Agent Spaninger's tariff I. C. C. 1514.

FSA No. 32924: *Citrus fruit from Florida to official territory.* Filed by O. W. South, Jr., Agent, for interested rail carriers. Rates on citrus fruit, viz.: grapefruit, oranges, tangerines, lemons, limes, and kumquats, carloads, from points in Florida to points in official (including Illinois) territory.

Grounds for relief: Grouping and circuity.

Tariff: Supplement 97 to Agent Spaninger's tariff I. C. C. 1211.

FSA No. 32925: *Paper from Brokaw, Wis., to the Southwest.* Filed by F. C. Kratzmeir, Agent, for interested rail carriers. Rates on paper and paper articles, carloads from Brokaw, Wis., to points in southwestern territory.

Grounds for relief: Rail carrier and market competition.

Tariff: Supplement 27 to Agent Kratzmeir's tariff I. C. C. 4198.

FSA No. 32926: *Transformers from West Rome, Ga., to official territory.* Filed by O. W. South, Jr., Agent for interested rail carriers. Rates on electric transformers and transformer parts, carloads from West Rome, Ga., to points in official (including Illinois) territory.

Grounds for relief: Short-line distance formula, circuity, and grouping.

Tariff: Agent C. A. Spaninger's tariff I. C. C. No. 1463.

FSA No. 32927: *Lumber from Pacific Coast to the South.* Filed by O. W. South, Jr., Agent, for interested rail carriers. Rates on lumber and forest products, carloads from North and South Pacific Coast

Territory to points in Alabama, Florida and Georgia.

Grounds for relief: Grouping and circuity.

Tariff: Supplement 40 to Agent Prueter's I. C. C. 1568; Supplement 76 to Agent Prueter's I. C. C. 1556.

FSA No. 32928: *Woodpulp from the South to Clinton, Iowa.* Filed by O. W. South, Jr., Agent, for interested rail carriers. Rates on woodpulp, carloads from points in southern territory to Clinton, Iowa.

Grounds for relief: Short-line distance formula and circuity.

Tariff: Supplement 4 to Agent Spaninger's I. C. C. 1555.

FSA No. 32929: *Woodpulp from the South to Lawton, Mich.* Filed by O. W. South, Jr., Agent, for interested rail carriers. Rates on woodpulp, carloads from points in southern territory to Lawton, Mich.

Grounds for relief: Short-line distance formula and circuity.

Tariff: Supplement 4 to Agent Spaninger's I. C. C. 1555.

FSA No. 32930: *Woodpulp from Foley, Fla., to Groos, Mich.* Filed by O. W. South, Jr., Agent, for interested rail carriers. Rates on woodpulp, carloads from Foley, Fla., to Groos, Mich.

Grounds for relief: Short-line distance formula and circuity.

Tariff: Supplement 4 to Agent Spaninger's I. C. C. 1555.

AGGREGATE-OF-INTERMEDIATES

FSA No. 32922: *Express rates in the United States.* Filed by The Railway Express Agency, Inc., for itself and interested express companies. Commodities moving on express rates from, to, and between points in the United States.

Grounds for relief: Grouping and circuity.

Tariff: Railway Express Agency, Inc., tariffs listed in exhibit A to the application.

By the Commission.

[SEAL] Harold D. McCoy,
Secretary.

[F. R. Doc. 56-9605; Filed, Nov. 23, 1956; 8:45 a. m.]

Fred R. White, Jr.

STATEMENT OF CHANGES IN FINANCIAL INTERESTS

Pursuant to subsection 302 (c), Part III, Executive Order 10647 (20 F. R. 8769) "Providing for the Appointment of Certain Persons under the Defense Production Act of 1950, as amended", I hereby furnish for filing with the Division of the Federal Register for publication in the Federal Register the following information showing any changes in my financial interests and business connections as heretofore reported and published (20 F. R. 10086; 21 F. R. 3475) during the six months' period ended November 11, 1956:

A. Additions to paragraph numbered (1) of my original statement:

Western Navigation Company.
The Troop "A" Armory Company.

To paragraph numbered (2) of my original statement, as amended:

Structural Fibers, Inc.

B. Deletions from paragraph numbered (2) of my original statement, as amended:

American Airlines, Inc.
Aztec Oil and Gas Company.
Procter & Gamble Company.
Union Oil Company of California.

Dated: November 11, 1956.

[SEAL] Fred R. White, Jr.

[F. R. Doc. 56-9609; Filed, Nov. 23, 1956; 8:45 a. m.]

Fourth Section Applications for Relief

November 21, 1956.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the Federal Register.

LONG-AND-SHORT HAUL

FSA No. 32931: *Woodpulp from Columbia, Va., to Coldwater, Ala.* Filed by O. W. South, Jr., Agent, for interested rail carriers. Rates on woodpulp, carloads from Columbia, Va. to Coldwater, Ala.

Grounds for relief: Short-line distance formula and circuity.

Tariff: Supplement 4 to Agent Spaninger's tariff I. C. C. 1555.

FSA No. 32932: *Concrete pressure pipe from Columbia, S. C.* Filed by O. W. South, Jr., Agent, for interested rail carriers. Rates on reinforced concrete pressure pipe, carloads from Columbia, S. C., to points in southwestern and western trunk-line territories.

Grounds for relief: Short-line distance formula, circuity, and grouping.

Tariff: Agent C. A. Spaninger's tariff I. C. C. 1554.

FSA No. 32933: *Tile from Colorado to Iowa and Nebraska.* Filed by W. J. Prueter, Agent, for interested rail carriers. Rates on brick and clay tile, carloads from points in Colorado to points in Iowa and Nebraska.

Grounds for relief: Short-line distance formula, market competition, circuity, and grouping.

Tariff: Supplement 113 to Agent Prueter's I. C. C. A-3686.

FSA No. 32934: *Fertilizer from McKeesport, Pa., to the South.* Filed by O. E. Schultz, Agent, for interested rail carriers. Rates on fertilizer and fertilizer materials, carloads from McKeesport, Pa., to points in southern territory.

Grounds for relief: Rail carrier competition, circuity, and grouping.

Tariff: Supplement 8 to Agent Boin's tariff I. C. C. A-1075.

FSA No. 32935: *Dry fish scrap from Maine to the South.* Filed by O. E. Schultz, Agent, for interested rail carriers. Rates on dry fish scrap, carloads from Portland, Eastport, and Rockland, Maine, to points in Alabama, Florida, Georgia, and North Carolina.

Grounds for relief: Short-line distance formula and circuity.

Tariff: Supplement 8 to Agent Boin's tariff I. C. C. A-1075.

FSA No. 32936: *Various commodities from and to southern points.* Filed by O. W. South, Jr., Agent, for interested rail carriers. Rates on various commodities, carloads, from, to, and between points in southern territory.

Grounds for relief—Rail carrier competition and circuity.

FSA No. 32937: *Fertilizer compounds from Horn, Mo., to western points.* Filed by F. C. Kratzmeir, Agent, for interested rail carriers. Rates on fertilizer compounds (manufactured fertilizer), dry, carloads from Horn, Mo., to points in Colorado, Idaho, Utah, and Wyoming.

Grounds for relief: Short-line distance formula and circuity.

Tariff: Supplement 86 to Agent Kratzmeir's tariff I. C. C. No. 4136.

FSA No. 32938: *Superphosphate from Illinois to Iowa and Missouri.* Filed by W. J. Prueter, Agent, for interested rail carriers. Rates on superphosphate, in bulk, carloads from Joliet and Streator, Ill., to points in Iowa and Missouri.

Grounds for relief: Circuitous routes.

Tariff: Supplement 17 to Agent Prueter's tariff I. C. C. A-4118.

FSA No. 32939: *Pipe or tubing from central territory to Salt Lake City, Utah.* Filed by H. R. Hinsch, Agent, for interested rail carriers. Rates on iron or steel pipe or tubing, carloads from points in central territory to Salt Lake City, Utah.

Grounds for relief: Short-line distance formula, rail carrier competition, and circuity.

FSA No. 32940: *Commodity rates from and to Warrick, Ind.* Filed by O. W. South, Jr., Agent, for interested rail carriers. Rates on all commodities, other than coal and coke, carload and less-than-carload, between Warrick, Ind., on the one hand, and points in the United States and Canada, on the other.

Grounds for relief: Rail carrier competition, circuity, and grouping.

By the Commission.

[SEAL] Harold D. McCoy,
Secretary.

[F. R. Doc. 56-9651; Filed, Nov. 26, 1956; 8:47 a. m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 70-2945, etc.]

Ohio Valley Electric Corp. et al

ORDER REOPENING AND CONSOLIDATING PROCEEDINGS; NOTICE OF AND ORDER FOR HEARING TO CONSIDER MATTERS IN CONSOLIDATED PROCEEDINGS OVER WHICH JURISDICTION WAS HERETOFORE RESERVED

November 19, 1956.

In the matters of Ohio Valley Electric Corporation, Indiana-Kentucky Electric Corporation, American Gas and Electric Company, The Cincinnati Gas & Electric Company, Kentucky Utilities Company, Louisville Gas and Electric Company, Ohio Edison Company, The West Penn Electric Company, American Gas and Electric Service Corporation, File No. 70-2945; Ohio Valley Electric

Corporation, Indiana-Kentucky Electric Corporation, American Gas and Electric Company, Appalachian Electric Power Company, Indiana and Michigan Electric Company, The Ohio Power Company, The West Penn Electric Company, Monongahela Power Company, The Potomac Edison Company, West Penn Power Company, Ohio Edison Company, Pennsylvania Power Company, The Cincinnati Gas and Electric Company, Kentucky Utilities Company, Louisville Gas and Electric Company, File No. 70-3106; Ohio Valley Electric Corporation, American Gas and Electric Company, The West Penn Electric Company, Ohio Edison Company, File No. 70-3513.

On November 7, 1952, the Commission issued its Findings and Opinion and Order (Holding Company Act Release No. 11578) granting, pursuant to the Public Utility Holding Company Act of 1935 ("act"), approvals of the acquisition of the common stock of Ohio Valley Electric Corporation ("Ohio Valley"), a public-utility company, by the following named companies in the percentages indicated: American Gas and Electric Company ("American Gas"), a registered holding company (37.8 percent), The Cincinnati Gas & Electric Company ("Cincinnati"), a public-utility company and an exempt holding company (9 percent), Kentucky Utilities Company ("Kentucky"), a public-utility company and an exempt holding company (2.5 percent), Louisville Gas and Electric Company ("Louisville"), a public-utility company and an exempt holding company (7.0 percent), Ohio Edison Company ("Ohio Edison"), a public-utility company and a registered holding company (16.5 percent); and The West Penn Electric Company ("West Penn Electric"), a registered holding company (12.5 percent). The application of Ohio Valley to acquire all of the common stock of Indiana-Kentucky Electric Corporation ("Indiana-Kentucky"), a public-utility company was also granted at that time. Ohio Valley, pursuant to Rule U-2 of the rules and regulations promulgated under the act filed a statement on Form U-3A-2 claiming exemption as a holding company with respect to Indiana-Kentucky. The following additional companies also acquired common stock of Ohio Valley in the percentages indicated: Columbus and Southern Ohio Electric Company ("Columbus") (4.3 percent); The Dayton Power and Light Company ("Dayton") (4.9 percent); Southern Indiana Gas and Electric Company ("Southern Indiana") (1.5 percent); and The Toledo Edison Company ("Toledo") (4 percent), all of which were operating public-utility companies and not subsidiaries of any holding company. The acquisitions by these four companies were not subject to our approval under the provisions of the act since they acquired less than 5 percent of the stock of Ohio Valley. The 10 companies mentioned above which were to acquire the common stock of Ohio Valley are known collectively as the "participating companies."

American Gas and Electric Service Corporation ("Service Corporation"), a service company subsidiary of American Gas also applied, pursuant to section 13 of the act, for approval of certain proposed arrangements under which it would render services to Ohio Valley and Indiana-Kentucky.

The Commission permitted the various acquisitions of the Ohio Valley stock and the acquisition by Ohio Valley of the Indiana-Kentucky stock as steps in the construction and financing of two electric generating stations and related facilities having a combined capability of 2,200,000 kw for the purpose of supplying the requirements of an atomic energy project to be built and owned by the Atomic Energy Commission ("AEC") near Portsmouth, Ohio.

In permitting the acquisitions, however, the Commission included the following terms and conditions in its order:

> (a) That this Order and the Findings supporting it are made in the light of the present urgent problems of national defense which gave rise to the application-declaration; that the Commission therefore reserves jurisdiction to reopen these proceedings upon notice to the applicants-declarants and to reexamine its Findings under Section 10 when in its opinion such reexamination shall be appropriate; and that this Order is without prejudice to any order which may be entered upon such reexamination;
>
> (b) That upon the giving of such notice the applicants-declarants shall amend their joint application-declaration so as to bring before the Commission the facts as they then exist; that in such reopened proceedings the applicants-declarants shall not make any argument to the effect that the Commission, by making Findings in the present setting of urgent demands of national defense, has decided the issues under Section 10 which may be presented in the reopened proceedings, but will nevertheless be free to present evidence and to make arguments with respect to the facts as they then exist; and that if the Commission after such further proceedings shall order any one or more of the applicants-declarants to dispose of its or their stock of Ohio Valley or Indiana-Kentucky, such applicant-declarant or applicants-declarants will proceed forthwith to take such steps as may be appropriate to dispose of its or their holdings of common stock of Ohio Valley or Indiana-Kentucky within such time and in such manner as shall be provided in the final order of the Commission, without prejudice to its or their right to seek review of such order.
>
> * * * * *
>
> (e) Continuing jurisdiction is reserved to pass upon any questions presented under Section 13 of the Act, and the applicable Rules thereunder, with respect to the operations of Service Corporation.

The Commission also stated in the Findings and Opinion that it expressed no opinion as to whether or not Ohio Valley was entitled to an exemption pursuant to Rule U-2 and observed that any questions relating thereto could be determined in the future pursuant to appropriate notice under Rule U-6 or otherwise.

On July 27, 1953, the Commission issued its Memorandum Opinion and Order (Holding Company Act Release No. 12077) permitting, among other things, the acquisition by Ohio Valley of $230,000,000 principal amount of first mortgage bonds of Indiana-Kentucky and the acquisition by American Gas, Cincinnati, Kentucky, Louisville, Ohio Edison, and West Penn Electric of "Subordinated Notes" of Ohio Valley. This order contained the same reservations of jurisdiction recited in (a) and (b) above as to the acquisitions of the common stock of Ohio Valley and Indiana-Kentucky and, in addition, included in the reservations of jurisdiction the acquisitions by the above six companies of the Subordinated Notes.

On October 29, 1956, the Commission issued its order (Holding Company Act Release No. 13293) authorizing the issuance by Ohio Valley of an additional amount of Subordinated Notes and their acquisition by the same six companies. In reserving jurisdiction over this transaction the Commission stated:

> *It is further ordered*, That the conditions and reservations of jurisdiction heretofore set forth in this Commissions orders issued on November 7, 1952 and July 27, 1953 in respect of prior acquisitions of securities of OVEC [Ohio Valley] (Holding Company Act Release Nos. 11578 and 12077) are equally applicable to the proposed acquisition of subordinated notes of OVEC [Ohio Valley] herein concerned.

It appears that it is appropriate in the public interest and in the interest of investors and consumers that a reexamination now be had with respect to the issues under sections 10 and 13 of the act which were the subject of the previous reservations of jurisdiction, and that the three above proceedings be consolidated for hearing and disposition.

It is hereby ordered, That these proceedings be, and hereby are, reopened for the purpose of (1) reexamining the various applications filed pursuant to section 10 of the act and (2) considering the application of Service Corporation filed pursuant to section 13 of the act.

It is further ordered, That the proceedings in File No. 70-2945, File No. 70-3106 and File No. 70-3513 be, and hereby are, consolidated for hearing and disposition.

It is further ordered, Pursuant to the applicable provisions of the act, that a hearing in the consolidated proceedings be held at the offices of the Securities and Exchange Commission, 425 Second Street NW., Washington, D. C., on February 4, 1957, at 10:00 a. m., e. s. t. On such date the hearing room clerk in room 193 will advise as to where such hearing will be held.

Any person desiring to be heard or otherwise wishing to participate in this proceeding shall file with the Secretary, Securities and Exchange Commission, Washington 25, D. C., on or before January 28, 1957, a request relative thereto as provided by Rule XVII of the Commission's rules of practice and shall state the reasons for wishing to participate, the nature and extent of his interest in the proceeding, and the issues of fact or law raised by the applications which he desires to controvert.

It is further ordered, Pursuant to the reservations of jurisdiction that Ohio Valley and the six participating companies subject to the jurisdiction of this Commission shall file with the Secretary of the Commission on or before December 21, 1956, amendments to their applications setting forth the facts as they now exist with regard to their respective relationships to Ohio Valley and of Ohio Valley to Indiana-Kentucky and with particular reference to the matters to be considered under section 10 of the act.

The Division of Corporate Regulation has advised the Commission, upon the basis of its examination of the applications and the previous record in these matters, that the following matters and questions are presented for consideration, without prejudice, however, to the presentation of additional matters and questions upon further examination:

(1) Whether the acquisitions of securities by the respective applicants are in accordance with the standards of section 10 of the act.

(2) Whether there are any questions presented under section 13 of the act and the applicable rules thereunder with respect to the services rendered and proposed to be rendered by Service Corporation and, if so, whether the applicable standards are satisfied.

(3) Whether the transactions are in all respects in accordance with the standards of the act, and whether, in the event that the applications should be granted, it is necessary or appropriate to impose any terms or conditions in the public interest or for the protection of investors and consumers and to insure compliance with the standards of the act.

It is further ordered, That particular attention be directed at said hearing to the foregoing matters and questions.

It is further ordered, That William W. Swift or any other hearing officer or hearing officers of the Commission designated by it for that purpose shall preside at the hearing in such matter. The hearing officer so designated to preside at any such hearing is hereby authorized to exercise all powers granted to the Commission under section 18 (c) of the act and to a hearing officer under the Commission's rules of practice.

It is further ordered, That the Secretary of the Commission shall serve notice of the hearing aforesaid by mailing a copy of this notice of and order for hearing by registered mail, not less than 30 days prior to the date fixed therefor, to each of the ten participating companies, the Atomic Energy Commission, the Federal Power Commission, Public Service Commission of Indiana, Kentucky Public Service Commission, Public Service Commission of Maryland, Michigan Public Service Commission, The Public Utilities Commission of Ohio, Pennsylvania Public Utility Commission, Public Service Commission of West Virginia; and that notice of said hearing is hereby given to the aforesaid and to all states, municipalities, and political subdivisions of states within which are located any of the physical assets of the applicant companies, to all state commissions, state security commissions, and all agencies, authorities or instrumentalities of any state, municipality, or other political subdivision having jurisdiction over any of the applicant companies or any of the business affairs or operations of any of them, and to all other interested persons, such notice to be given by a general release of the Commission, distributed to the press and mailed to the mailing list for releases issued under the act; and by publication of this notice and order in the FEDERAL REGISTER not later than 30 days prior to the date hereinbefore fixed as the date of hearing.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F. R. Doc. 56-9639; Filed, Nov. 26, 1956; 8:45 a. m.]

[File No. 70-3500]

BLACKSTONE VALLEY GAS AND ELECTRIC CO.

ORDER EXEMPTING PROPOSED SALE OF PREFERRED STOCK FROM COMPETITIVE BIDDING

NOVEMBER 20, 1956.

Blackstone Valley Gas and Electric Company ("Blackstone"), a public utility subsidiary of Eastern Utilities Associates ("EUA"), a registered holding company, having filed an application, and amendments thereto, pursuant to section 6 (b) of the Public Utility Holding Company Act of 1935 ("act") and Rule U-50 promulgated thereunder, regarding the following proposed transaction:

Pursuant to a negotiated underwriting agreement dated November 19, 1956, Blackstone will issue and sell to Salomon Bros. & Hutzler 25,000 shares of authorized but unissued new series 5.60 percent cumulative preferred stock, of which 1,430 shares will be subject to a subscription offer to be made on a share for share basis, at $101.82 per share, to Blackstone's public stockholders of record on November 20, 1956. EUA, the owner of 99.17 percent of Blackstone's outstanding common stock has agreed to waive its right to subscribe for the new preferred stock.

The price to be paid to the company by the underwriters for the 23,570 shares not subject to the subscription offer, and for such of the 1,430 shares subject to the subscription offer as are not subscribed for, is to be $100.07 per share; the public offering price is to be $101.82 per share; and the compensation to the underwriters is to be $1.75 per share for each of the 25,000 shares being issued and sold.

Due notice (Holding Company Act Release No. 13295) of the filing of the application requesting an exemption from the competitive bidding requirements of Rule U-50 having been given in the manner prescribed by Rule U-23 promulgated under the act and no hearing having been requested of or ordered by the Commission; and

It appearing that, pursuant to the order of the Commission issued September 5, 1956, granting the application of Blackstone to issue and sell 25,000 shares of its new preferred stock pursuant to the competitive bidding requirements of Rule U-50 (Holding Company Act Release No. 13256), Blackstone publicly invited bids to be submitted on September 11, 1956, for the purchase of the new preferred stock; that three groups of underwriters qualified, but no bids were received; that the date for receiving bids was thereupon postponed until October 11, 1956, and upon further consideration by Blackstone the invitation for bids was withdrawn; that subsequently Blackstone sought and was given informal authorization by the Commission to ascertain through discussions with underwriters whether or not a negotiated public offering of the new preferred stock was feasible; that negotiations were undertaken with five groups of underwriters, two of which advised that they were not interested; that after consideration of the terms indicated by the other three groups, the company determined that those of the Salomon Bros. & Hutzler group provided the best basis for negotiation; that Blackstone then sought and was given informal authorization by the Commission to negotiate with Salomon Bros. & Hutzler a definitive underwriting agreement for the sale of the new preferred stock; that Blackstone negotiated the underwriting agreement pursuant to which it proposes to sell the new preferred stock, and on November 20, 1956, amended its application setting forth the agreement with Salomon Bros. & Hutzler; and

It further appearing that the proposed issue and sale of the new preferred stock including the dividend rate, the redemption price and the offering price has been authorized by the Public Utility Administrator, Department of Business Regulation, of Rhode Island, the State commission of the State in which Blackstone is incorporated and doing business; and

The Commission finding that compliance with the competitive bidding requirements of Rule U-50 is not necessary or appropriate in the public interest or for the protection of investors or consumers as a condition to the exemption from the provisions of section 6 (a) of the act, or to aid the Commission (in carrying out the provisions of section 6 (b) of the act) to determine such terms and conditions as may be appropriate to impose in the public interest or for the protection of investors or consumers in exempting such issuance and sale from the provisions of section 6 (a) of the act; and the Commission deeming it appropriate in the public interest to grant the application, as amended, subject to a reservation of jurisdiction in respect of the fees and expenses to be paid in connection with the proposed issue and sale of the new preferred stock, as to which the record is incomplete, and to grant applicant-declarant's request that this order became effective forthwith:

It is ordered, Pursuant to Rule U-23 and the applicable provisions of the act, that the application, as amended, be, and it hereby is, granted forthwith, subject to the conditions prescribed in Rule U-24, and subject further to a reservation of jurisdiction in respect of the fees and expenses to be paid in connection with the proposed issue and sale of the new preferred stock.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F. R. Doc. 56-9640; Filed, Nov. 26, 1956; 8:45 a. m.]

[File No. 70-3532]

CENTRAL MASSACHUSETTS GAS CO. AND NEW ENGLAND ELECTRIC SYSTEM

NOTICE OF FILING REGARDING ISSUANCE OF COMMON STOCK BY SUBSIDIARY OF REGISTERED HOLDING COMPANY AND ACQUISITION OF SAID STOCK BY PARENT

NOVEMBER 20, 1956.

Notice is hereby given that New England Electric System ("NEES"), a registered holding company, and its direct subsidiary Central Massachusetts Gas Company ("Central Massachusetts"), a gas utility company, have made a joint filing with this Commission pursuant to the Public Utility Holding Company Act of 1935 ("act"). NEES and Central Massachusetts have designated sections 6 (b), 9 and 10 of the act as being applicable to the transactions proposed in the filing which are summarized as follows:

Central Massachusetts proposes to issue and sell for cash 14,000 additional shares of its capital stock, at the par value thereof, $25 a share, aggregating $350,000. These additional shares are to be acquired by NEES, the sole stockholder of Central Massachusetts, for which NEES will expend available treasury funds. The proceeds from the sale of this stock are to be applied by Central Massachusetts to the discharge of a like amount of notes payable to a bank, these obligations having been incurred by Central Massachusetts for extensions, enlargements, and additions to its plant and property.

The filing states that no underwriters fees, commissions or other remunerations are to be paid in connection with effectuating the proposed transactions. Incidental services are to be performed by New England Power Service Company, an affiliated service company, rendering services to associate companies at the actual cost thereof. It is estimated in the application that the expense of these services will not exceed $300 for NEES and $1,500 for Central Massachusetts. Additional expenses, to be borne by Central Massachusetts, are original issue stamp taxes of $385 and a state filing fee of $175.

The filing further states that the Massachusetts Department of Public Utilities has jurisdiction over the proposed increase in, and the issue and sale of, the additional capital stock by Central Massachusetts but that no Federal commission other than this Commission has jurisdiction over the proposed transactions. The filing contains a copy of the application filed by Central Massachusetts with the Massachusetts Department of Public Utilities in respect of the issue and sale of the additional capital stock and a copy of its order will be filed by amendment.

Notice is further given that any interested person may not later than December 3, 1956, at 5:30 p. m. request the Commission in writing that a hearing be held on such matter stating the nature of his interest, the reasons for such request, and the issues of fact or law, if any, raised by the said joint application which he desires to controvert, or may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D. C. At any time after said date, said joint application, as filed or as amended, may be granted as provided in Rule U-23 of the rules and regulations promulgated under the act, or the Commission may grant exemption from its rules as provided in Rules U-20 (a) and U-100 or take such other action as it may deem appropriate.

By the Commission.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F. R. Doc. 56-9641; Filed, Nov. 26, 1956; 8:45 a. m.]

[File No. 70-3531]

NEW ENGLAND ELECTRIC SYSTEM

NOTICE OF FILING REGARDING ACQUISITION BY REGISTERED HOLDING COMPANY OF LIMITED AMOUNTS OF COMMON STOCKS OF CERTAIN SUBSIDIARIES

NOVEMBER 20, 1956.

Notice is hereby given that an application has been filed with this Commission pursuant to the Public Utility Holding Company Act of 1935 ("act") by New England Electric System ("NEES"), a registered holding company. NEES has designated sections 9 and 10 of the act as applicable to the proposed transactions which are summarized as follows:

NEES proposes to expend not to exceed $300,000 in the purchase of shares of common stock of three of its subsidiaries: Haverhill Electric Company ("Haverhill"), Lawrence Electric Company ("Lawrence") and The Lowell Electric Light Corporation ("Lowell"). These companies have outstanding 145,629 shares, 281,963 shares and 167,456 shares of common stock, respectively, of which NEES owns, at the present time, 99,564 shares (68.368 percent), 255,033 shares (90.438 percent) and 99,504 shares (59.421 percent), respectively.

The proposed acquisitions are to be accomplished by purchases through brokers in the over-the-counter market or pursuant to unsolicited offers to sell, at prices not in excess of the asked prices on the over-the-counter market on the day of purchase. The filing states that the high and low, bid and asked prices, from January 1, 1956, through October 31, 1956, for shares of these companies, as reported in the Boston Herald (a morning newspaper of general circulation) were as follows:

	Bid		Asked	
	High	Low	High	Low
Haverhill	40¾	36½	44¾	40¾
Lawrence	29¾	28¾	32½	31¼
Lowell	58¼	52¼	62½	56¼

No purchases are to be made from officers, directors, employees, or members of their families, of NEES or of any of its subsidiaries. NEES proposes to report to this Commission at weekly intervals all purchases made.

It is proposed by NEES that these acquisitions be made during a thirty day period commencing on the day of the order of this Commission in this proceeding and during such extension or extensions of time as NEES may request. The filing provides that prior to making any extensions NEES will file an amendment to the instant filing setting forth the period of the proposed extension, the filing requesting that such an amendment be deemed effective to extend the period as therein proposed unless within five days this Commission notifies NEES to the contrary.

The subsidiaries of NEES embraced in the instant filing together with Amesbury Electric Light Company ("Amesbury") and Essex County Electric Light Company ("Essex"), two additional subsidiaries of NEES, are contemplating a merger. On the basis of the exchange ratios now being considered in connection with this merger, NEES would own somewhat less than 80 percent of the voting securities of the resulting company. NEES desires to consummate the proposed acquisitions of stock of Haverhill, Lawrence, and Lowell so that, based on the contemplated exchange ratios, NEES will own over 80 percent of the voting securities of the merged company and will thereby be able to extend to this resulting company certain tax benefits through inclusion of its income and expenses in the consolidated Federal income tax return of NEES and its subsidiaries.

The application states that no fees or commissions are to be paid in connection with the proposed acquisitions other than the usual and customary brokerage commissions. Incidental services in connection with the proposed transactions are to be performed at cost by New England Power Service Company, an affiliated service company, such cost being estimated at not to exceed $900.

The application further states that no State commission or Federal commission other than this Commission has jurisdiction over the proposed transactions.

Notice is further given that any interested person may, not later than December 4, 1956, at 5:30 p. m., request the Commission in writing that a hearing be held on such matter stating the nature of his interest, the reasons for such request, and the issues of fact or law, if any, raised by the application which he desires to controvert, or may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D. C. At any time after said date, said application, as filed or as amended, may be granted as provided in Rule U-23 of the Rules and Regulations promulgated under the Act, or the Commission may grant exemption from its rules as provided in Rules U-20 (a) and U-100 or take such other action as it may deem appropriate.

By the Commission.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F. R. Doc. 56-9642; Filed, Nov. 26, 1956; 8:46 a. m.]

[File No. 70-3509]

MICHIGAN CONSOLIDATED GAS CO.

ORDER PERMITTING DECLARATION TO BECOME EFFECTIVE REGARDING ISSUANCE OF PRINCIPAL AMOUNT OF SHORT-TERM NOTES

NOVEMBER 20, 1956.

On August 24, 1956, Michigan Consolidated Gas Company ("Michigan Consolidated"), a public-utility subsidiary of American Natural Gas Company ("American Natural"), a registered holding company, filed a declaration herein pursuant to section 7 of the Public Utility Holding Company Act of 1935 with respect to the issuance to certain banks of its unsecured promissory notes to mature September 30, 1957, in the aggregate principal amount of $30,000,000 in furtherance of its construction program.

On October 12, 1956, a hearing was held with respect to the declaration, following which Michigan Consolidated filed an amendment reducing the aggregate amount of its proposed short-term borrowing from $30,000,000 to $25,000,000. Upon the basis of the declaration, as amended, and the record developed at the hearing, the Commission observes no basis for adverse findings under section 7 of the act, and deems it appropriate in the public interest and in the interest of investors and consumers that the declaration as amended should be permitted to become effective forthwith without awaiting the publication of the formal Findings and Opinion of the Commission.

Michigan Consolidated estimates its fees and expenses herein as follows:

Sidney, Austin, Burgess & Smith legal services	$1,000
Arthur Andersen & Co., accounting services	3,500
System service company (at cost)	5,500
Miscellaneous	500
Total	10,500

The estimated expenses do not appear to be unreasonable.

It is therefore ordered, That said declaration as amended be, and hereby is, permitted to become effective forthwith, subject to the terms and conditions prescribed in Rule U-24.

The formal Findings and Opinion will be published in due course.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F. R. Doc. 56-9643; Filed, Nov. 26, 1956; 8:46 a. m.]

[File No. 70-3469]

PENNSYLVANIA ELECTRIC CO.

ORDER GRANTING PETITION IN RESPECT OF CERTAIN REIMBURSEMENTS

NOVEMBER 20, 1956.

On May 8, 1956, this Commission adopted and published an order in the above-entitled matter (Holding Company Act Release No. 13173). This order granted an application regarding the issuance and sale, pursuant to the competitive bidding requirements of Rule U-50, of $12,500,000 principal amount of First Mortgage Bonds and $9,000,000 aggregate par value of Preferred Stock by Pennsylvania Electric Company, a subsidiary of a registered holding company, General Public Utilities Corporation.

Pennsylvania Electric Company has now filed an amendment to that application, which amendment provides:

> Pennsylvania Electric Company ("Penelec") hereby requests that the Securities and Exchange Commission (the "Commission") amend its order in SEC file No. 70-3469, dated May 8, 1956, so as to provide that Penelec may reimburse Messrs. Beekman & Bogue (counsel for the successful bidders) for disbursements of Messrs. Beekman & Bogue which represent Blue Sky filing fees and expenses incurred by them for the account of Penelec. The form of the data furnished to the Commission in connection with said application was such that it was not clearly stated that these disbursements of Messrs. Beekman & Bogue would be an obligation of Penelec under the Purchase Agreements with the successful bidders for Penelec's New Preferred Stock and 1986 Series Bonds which were the subject of this application. As a result, the order of the Commission in this file (i. e. order of May 8, 1956) provides that the whole of the estimated disbursements of Messrs. Beekman & Bogue, including the Blue Sky fees and expenses, are to be paid by the underwriters. The said Blue Sky fees and expenses amounted to $527.82 with respect to the New Preferred Stock, and $159.45 with respect to the 1986 Series Bonds, and it is these amounts which Penelec seeks authorization to pay.

The Commission deeming that the request of Penelec should be granted:

It is ordered, That the petition of Penelec to reimburse Beekman & Bogue in the amounts of $527.82 and $159.45, respectively, for necessary expenses incurred by Beekman & Bogue in respect of the issuance by Penelec of New Preferred Stock and 1986 Series Bonds pursuant to the terms of the application in File No. 70-3469 be, and the same hereby is, granted forthwith, subject to the terms and provisions of Rule U-24.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F. R. Doc. 56-9644; Filed, Nov. 26, 1956; 8:46 a. m.]

[File Nos. 70-2973, 70-2540]

ELECTRIC ENERGY, INC., ET AL.

ORDER REOPENING AND CONSOLIDATING PROCEEDINGS; NOTICE OF AND ORDER FOR HEARING TO CONSIDER MATTERS IN CONSOLIDATED PROCEEDINGS OVER WHICH JURISDICTION WAS HERETOFORE RESERVED

NOVEMBER 19, 1956.

In the matters of Electric Energy, Inc., Middle South Utilities, Inc., Union Electric Company, Illinois Power Company, Kentucky Utilities Company, File No. 70-2973; Union Electric Company, Illinois Power Company, Middle South Utilities, Inc., Kentucky Utilities Company, Central Illinois Public Service Company, File No. 70-2540.

On January 15, 1951, the Commission issued a Memorandum Opinion and Interim Order (Holding Company Act Release No. 10340) granting, pursuant to the Public Utility Holding Company Act of 1935 ("act"), approvals of the acquisitions of the common stock of Electric Energy, Inc. ("Electric Energy"), a public utility company, by the following named companies in the percentages indicated: Union Electric Company ("Union") (formerly Union Electric Company of Missouri), a registered holding company and a public utility company (40 percent); Illinois Power Company ("Illinois"), an exempt holding company and a public utility company (20 percent); Middle South Utilities, Inc. ("Middle South"), a registered holding company (10 percent); and Kentucky Utilities Company ("Kentucky"), an exempt holding company and a public utility company (10 percent). The application filed concurrently by Central Illinois Public Service Company ("Central"), a public utility company, to acquire 20 percent of the common stock of Electric Energy was dismissed by the Commission on the ground that Central was not, and would not become as a consequence of the proposed acquisition, an affiliate, as defined in section 2 (a) (11) (A) of the act, of any other public-utility company or of any other holding company, and that, absent such an affiliated relationship, no approval of the acquisition of the common stock of Electric Energy need be obtained.

Illinois, Kentucky, and Central also applied, pursuant to section 2 (a) (7) (B) of the act, for an order declaring each of them not to be a holding company with respect to Electric Energy.

The Commission permitted the various acquisitions of the Electric Energy common stock as steps in the construction and financing of a 500,000 kw generating station and related transmission lines to be built by Electric Energy at Joppe, Illinois, for the purpose of supplying, in part, the power requirements of an atomic energy project to be built and owned by the Atomic Energy Commission ("AEC") at Paducah, Kentucky.

In permitting the acquisitions, however, the Commission included the following terms and conditions in its order:

> (A) That this order and the findings supporting it are made in the light of the present urgent problems of national defense which gave rise to the application; that the Commission therefore reserves jurisdiction to reopen these proceedings upon notice to the applicants and to reexamine its findings under Section 10 when in its opinion such reexamination shall be appropriate; and that this order is without prejudice to any order which may be entered upon such reexamination;
>
> (B) That upon the giving of such notice the applicants shall amend their joint application so as to bring before the Commission the facts as they then exist; that in such reopened proceedings the applicants shall not make any argument to the effect that the Commission, by making findings in the present setting of urgent demands of national defense, has decided the issues under Section 10 which may be presented in the reopened proceedings, but will nevertheless be free to present evidence and to make arguments with respect to the facts as they then exist; and that if the Commission after such further proceedings shall order any one or more of the applicants to dispose of its or their stock of Electric Energy, such applicant or applicants will proceed forthwith to take

such steps as may be appropriate to dispose of its or their holdings of common stock of Electric Energy within such time and in such manner as shall be provided in the final order of the Commission, without prejudice to its or their right to seek review of such order.

The Commission also reserved jurisdiction to consider the applications for exemption filed by Central, Illinois, and Kentucky pursuant to section 2 (a) (7) (B) of the act and indicated in the Memorandum Opinion that consideration of these applications would be postponed until such time as the section 10 proceedings contemplated above were reopened.

On January 30, 1953, the Commission issued its Memorandum Opinion and Order (Holding Company Act Release No. 11689) permitting the acquisition of additional common stock of Electric Energy by Union, Illinois, Middle South, and Kentucky and included in that Order the following condition:

(a) That the additional common stock of Electric Energy shall be acquired subject to the limitations set forth in paragraphs (A) and (B) of the Commission's Order dated January 15, 1951, (Holding Company Act Release No. 10340).

It appears that it is appropriate in the public interest and in the interest of investors and consumers that a reexamination now be had with respect to the issues under sections 10 and 2 (a) (7) (B) of the act which were the subject of the previous reservations of jurisdiction, and that the two above proceedings be consolidated for hearing and disposition.

It is hereby ordered, That these proceedings be, and hereby are, reopened for the purpose of (1) reexamining the various applications filed pursuant to section 10 of the act and (2) considering the applications for exemption filed by Illinois, Kentucky, and Central under section 2 (a) (7) (B) of the act.

It is further ordered, That the proceeding in File No. 70-2540 and the proceeding in File No. 70-2973 be, and hereby are, consolidated for hearing and disposition.

It is further ordered, Pursuant to the applicable provisions of the act, that a hearing in the consolidated proceedings be held at the offices of the Securities and Exchange Commission, 425 Second Street NW., Washington, D. C. on February 4, 1957, at 10:00 a. m., e. s. t. On such date the hearing room clerk in room 193 will advise as to where such hearing will be held.

Any person desiring to be heard or otherwise wishing to participate in this proceeding shall file with the Secretary, Securities and Exchange Commission, Washington 25, D. C., on or before January 28, 1957, request relative thereto as provided by Rule XVII of the Commission's rules of practice and shall state the reasons for wishing to participate, the nature and extent of his interest in the proceeding, and the issues of fact or law raised by the applications which he desires to controvert.

It is further ordered, Pursuant to the reservation of jurisdiction, that Union, Illinois, Middle South and Kentucky shall file with the Secretary of the Commission on or before December 21, 1956, amendments to their applications setting forth the facts as they now exist with regard to their respective relationships to Electric Energy and with particular reference to the matters to be considered under section 10 of the act.

The Division of Corporate Regulation has advised the Commission, upon the basis of its examination of the applications and the previous record in these matters, that the following matters and questions are presented for consideration, without prejudice, however, to the presentation of additional matters and questions upon further examination:

(1) Whether the acquisitions of the common stock of Electric Energy by Union, Illinois, Middle South and Kentucky are, respectively, in accordance with the standards of section 10 of the act; and whether, in connection with any such acquisitions, any terms and conditions should be imposed in the public interest or for the protection of investors or consumers.

(2) Whether Illinois, Kentucky or Central (a) do not, either alone or pursuant to an arrangement or understanding with one or more persons, directly or indirectly, control Electric Energy either through one or more intermediary persons or by any means or device whatsoever, or (b) are not intermediary companies through which such control is exercised, or (c) do not, directly or indirectly, exercise (either alone or pursuant to an arrangement or understanding with one or more other persons) such a controlling influence over the management or policies of Electric Energy as to make it necessary or appropriate in the public interest or for the protection of investors or consumers that any one or more of them be subject to the obligations, duties, and liabilities imposed in the act upon holding companies.

(3) Whether, in connection with the entry of any order of exemption to Central, Illinois or Kentucky, the Commission should impose any condition relating to the exercise of voting rights, control over proxies, designation of officers or directors, existence of interlocking officers, directors and other relationships, and the submission of periodic or special reports regarding affiliations or intercorporate relationships.

It is further ordered, That particular attention be directed at said hearing to the foregoing matters and questions.

It is further ordered, That James G. Ewell or any other hearing officer or hearing officers of the Commission designated by it for that purpose shall preside at the hearing in such matter. The hearing officer so designated to preside at any such hearing is hereby authorized to exercise all powers granted to the Commission under section 18 (c) of the act and to a hearing officer under the Commission's rules of practice.

It is further ordered, That the Secretary of the Commission shall serve notice of the hearing aforesaid by mailing a copy of this notice of and order for hearing by registered mail, not less than 30 days prior to the date fixed therefor, to each of the applicant companies, the Atomic Energy Commission, the Federal Power Commission, the Arkansas Public Service Commission, the Illinois Commerce Commission, the Kentucky Public Service Commission, the Louisiana Public Service Commission, the Missouri Public Service Commission; and that notice of said hearing is hereby given to the aforesaid and to all states, municipalities, and political subdivisions of states within which are located any of the physical assets of the applicant companies, to all state commissions, state security commissions, and all agencies, authorities or instrumentalities of any state, municipality, or other political subdivision having jurisdiction over any of the applicant companies or any of the business affairs or operations of any of them, and to all other interested persons, such notice to be given by a general release of the Commission, distributed to the press and mailed to the mailing list for releases issued under the Act; and by publication of this notice and order in the FEDERAL REGISTER not later than 30 days prior to the date hereinbefore fixed as the date of hearing.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F. R. Doc. 56-9645; Filed, Nov. 26, 1956; 8:46 a. m.]

[File No. 31-637]

FORD MOTOR CO.

ORDER GRANTING EXEMPTION

NOVEMBER 20, 1956.

Ford Motor Company has filed with this Commission an application pursuant to section 3 (a) (3) of the Public Utility Holding Company Act of 1935 ("act") for an exemption for it and its wholly owned subsidiary, Henry Ford and Son, Incorporated, from the provisions of the act applicable to them as a holding company and as a subsidiary thereof.

Due notice of the filing of said exemption application has been given and no hearing thereon has been ordered by or requested of the Commission. The Commission has examined the statements contained in said exemption application and has considered the full record with respect thereto. It appears to the Commission that the applicable standards of section 3 (a) (3) of the act are satisfied and the Commission finds that the granting of said exemption application will not be detrimental to the public interest or the interest of investors or consumers.

It is therefore ordered, That Ford Motor Company, and Henry Ford and Son, Incorporated, as a subsidiary of the Ford Motor Company, be, and the same hereby are, exempted from the provisions of the act applicable to them as a holding company and a subsidiary company thereof.

It is further ordered, That this order shall become effective upon issuance.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F. R. Doc. 56-9646; Filed, Nov. 26, 1956; 8:46 a. m.]

UNITED STATES TARIFF COMMISSION

BUTTER OIL AND BUTTER SUBSTITUTES

INVESTIGATION INSTITUTED AND HEARING SET

Investigation No. 14 under section 22 of the Agricultural Adjustment Act, as amended.

Institution of investigation. By direction of the President in a letter dated November 17, 1956, the United States Tariff Commission, on the 20th day of November 1956, instituted, and hereby gives notice of, an investigation under section 22 of the Agricultural Adjustment Act, as amended, and Executive Order No. 7233 of November 23, 1935, for the purpose of determining whether butter oil and butter substitutes containing 45 percent or more of butterfat and classifiable under paragraph 709 of the Tariff Act of 1930, as amended, are practically certain to be imported into the United States under such conditions and in such quantities as to render or tend to render ineffective, or materially interfere with, the price support program for milk and butterfat undertaken by the Department of Agriculture, or to reduce substantially the amount of products processed in the United States from domestic milk and butterfat with respect to which such program is being undertaken.

Hearing. A public hearing in this investigation will be held in the Tariff Commission hearing room, Tariff Commission Building, 8th and E Streets NW., Washington, D. C., beginning at 10 a. m., e. s. t., on January 15, 1957. All parties interested will be given opportunity to be present, to produce evidence, and to be heard at such hearing.

Request to appear. Interested parties desiring to appear at the public hearing should notify the Secretary of the Tariff Commission in writing at its offices in Washington, D. C., at least three days in advance of the date set for the hearing.

I hereby certify that the above investigation was instituted and hearing ordered by the United States Tariff Commission on November 20, 1956.

Issued: November 20, 1956.

[SEAL] DONN N. BENT,
Secretary.

[F. R. Doc. 56-9648; Filed, Nov. 26, 1956; 8:46 a. m.]